

FORTY-SIXTH ANNUAL REPORT
OF THE
RAILROAD COMMISSION
OF THE
STATE OF FLORIDA

FOR THE YEAR 1942



FLORIDA RAILROAD COMMISSION

Tallahassee, Florida

LETTER OF TRANSMITTAL

March 1, 1943.

To His Excellency,
Spessard L. Holland,
Governor of Florida.

Dear Sir:

In accordance with the provisions of the Statutes, we transmit herewith the report of the Railroad Commission of the State of Florida for the calendar year, 1942.

Respectfully submitted,

JERRY W. CARTER, Chairman,
W. B. DOUGLASS, Commissioner,
EUGENE S. MATTHEWS, Commissioner,

GEORGE L. PATTEN,
Secretary.

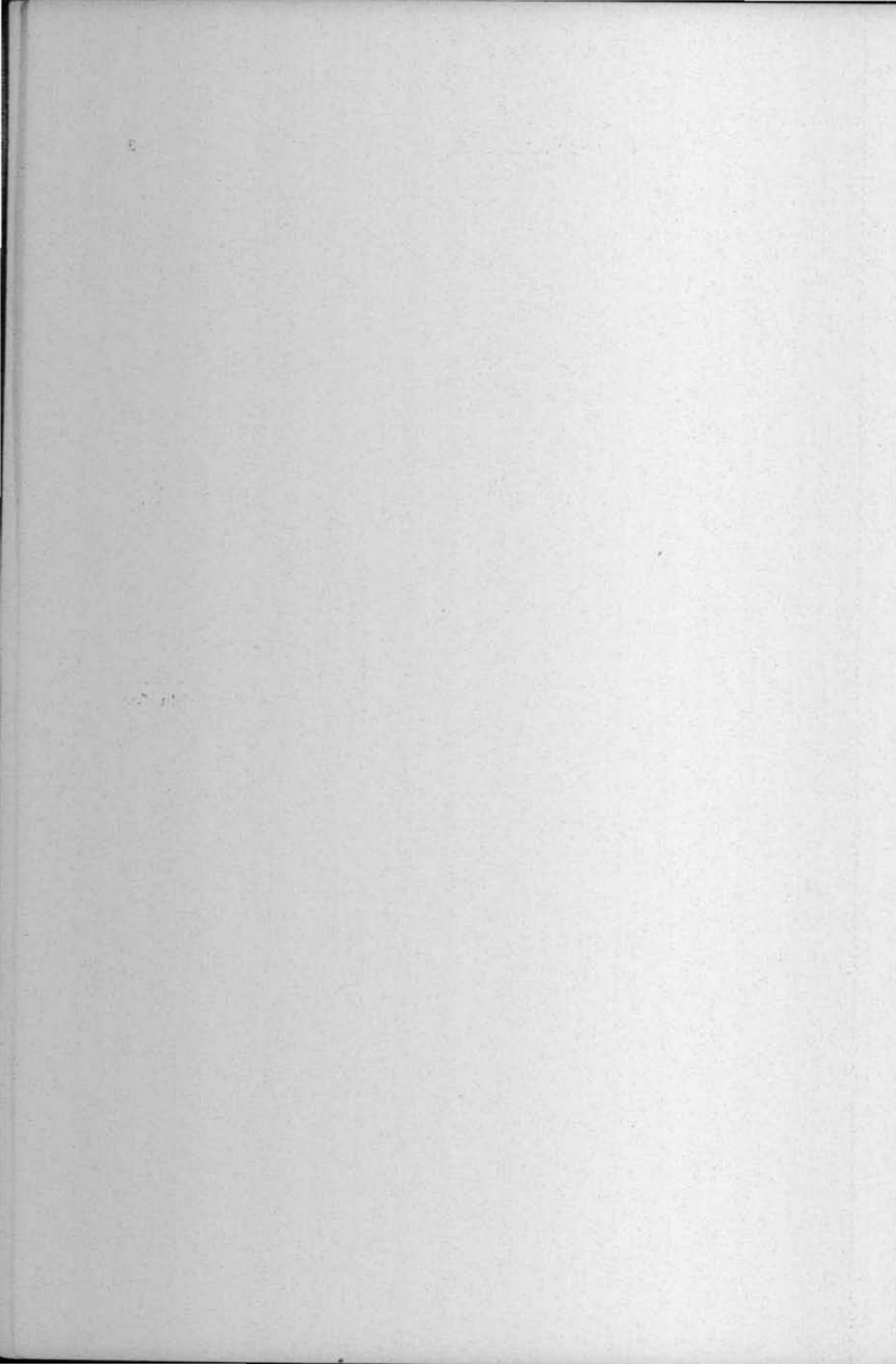


TABLE OF CONTENTS

	Page
General Orders	75
Motor Transportation Department.....	123
Motor Transportation Orders.....	131
Report of Special Counsel	25
Report of Telephone Engineer.....	67
Financial and Operating Statistics of Public Utilities.....	269
Steam Operated Railroads.....	269
Bridge Companies	285
Express Companies	289
Sleeping Car Companies.....	295
Electric Railways	301
Boat Line Operations	309
Telegraph Cable Companies.....	317
Telephone Companies	323
Auto Transportation Companies	335
Ferry Companies	371

Editorial

EDITORIAL

CLASS RATE INVESTIGATION

By Section 3 (b) of the Transportation Act of 1940 Congress directed the Interstate Commerce Commission:

"to institute an investigation into the rates on **manufactured products, agricultural commodities, and raw materials** between points in one classification territory and points in another such territory, and into like rates within any of such territories, maintained by common carriers by rail or water subject to Part I of the Interstate Commerce Act, as amended, for the purpose of determining whether said rates are unjust and unreasonable or unlawful in any other respect in and of themselves or in their relation to each other, and to enter such orders as may be appropriate for the removal of any unlawfulness which may be found to exist: Provided, That the Commission in its discretion **may confine its investigation to such manufactured products, agricultural commodities and raw materials, and the rates thereon as shippers thereof may specifically request be included in such investigation.**"

Pursuant to this mandate of Congress the Interstate Commerce Commission has instituted proceedings known as **DOCKET 28300—CLASS RATE INVESTIGATION**, and **DOCKET 28310—CONSOLIDATED FREIGHT CLASSIFICATION**, for the purpose of attempting to iron out the inequalities and rate disparities that exist throughout the Nation.

It is a well known fact that the railroads, which are the dominant transportation agencies of the country, have never developed into a complete unity but that they function within certain definite regions.

There are five major railroad regions and as a result there are five major intraterritorial freight rate structures involved in these regions. These are the Southern, Eastern or Official, Southwestern, Western Trunk Line and Mountain Pacific. In some instances these regions or territories are further subdivided into zones. There are different policies of rate making in these various territories and, therefore, in spite of all that Congress and the Interstate Commerce Commission have been able to do there exists no unified freight rate structure but rather a composite of territorial structures which is causing a serious National problem.

These territorial freight barriers were recognized by Federal Coordinator of Transportation Eastman when in his report to Congress in 1934 he said:

"... An Objectionable phase of the railroad situation for many years has been the maintenance of regional differences and

distinctions, which are very imperfectly related to differences in costs and of territorial boundary lines ('Chinese walls') where rate systems and practices change. It has tended to provincialize the railroads and discourage national unity of action. It has been a prolific source of complaints to the Commission. Regional competition in rates and service has been as keen as the direct competition of parallel lines, and has had equally undesirable and uneven results. It tends to concentrate at the points best located to enjoy it. Moreover, it has been difficult for the Commission to remedy such inequalities, for the courts have recognized differences in competitive conditions as a defense against discrimination."

A freight rate is a complicated structure. It consists of Mileage Scales, Group Ratings, Zone Rates and Point to Point Rates on more than five thousand different commodities or articles of freight that are subject to railroad transportation. They are influenced by many conditions and their final form is dependent upon policies of the various carriers; economic and geographic conditions; Government and State policies as expressed in the law and as administered by regulatory bodies; cost of service to be furnished and the value added to commodities by reason of their transportation and the effect of competition.

Class rates are provided for all articles of freight but in actual practice they apply only to those articles which have not been given the benefit of lower or different levels of rates by special treatment.

Commodity rates are the rates applicable to particular commodities or groups of commodities which have been established to move certain Class Rate traffic upon which the class rates are too high to permit the commodities or groups of commodities to move freely. Commodity rates are made for the lower grades of freight moving in large quantities.

Both Class and Commodity rates apply to movement of freight between the rate making territories of the United States. The Interstate Commerce Commission has considered the Commodity Rates in a recent investigation and now have under consideration Class Rates between these different territories.

Many years ago the Interstate Commerce Commission established a freight rate structure for the Southern territory in SOUTHERN CLASS RATE INVESTIGATION, 100 I. C. C. 513 and supplemental reports. The decision of the Commission in these cases prescribed a general system of Class rates on interstate traffic, based upon distance or mileage scales, and these rates became effective in January 1928.

The Commission in these cases found that distance should be the governing factor and, therefore, prescribed a mileage system of rates for general application in Southern Territory, except within the

Florida peninsula where the basic scale was subjected to the addition of a scale of arbitraries in that territory in Florida South of the line of the Seaboard Air Line Railway from Jacksonville to River Junction.

This was an intraterritorial adjustment of freight rates in Southern Territory.

In the intraterritorial adjustment of Eastern or Official Territory Class rates were prescribed by the Interstate Commerce Commission in Eastern Class Rate Investigation, 164 I. C. C. 314, decided May 13, 1930.

The present intraterritorial adjustment of freight rates in the Southwest is the result of a decision of the Interstate Commerce Commission in CONSOLIDATED SOUTHWESTERN CASES (123 I. C. C. 203), decided April 27, 1927.

The present interstate freight-rate structure in Western Trunk-Line Territory is the result of an investigation instituted by the Interstate Commerce Commission, on which decision was entered May 6, 1930. (164 I. C. C. 1). Subsequent orders were made in this case at intervals between 1930 and the date of the most recent one, which was November 22, 1934. (205 I. C. C. 601).

There is no uniform level of rates applicable within all of Mountain-Pacific Territory. In the case of ARIZONA CORPORATION COMMISSION vs. ARIZONA EASTERN RAILROAD COMPANY, 113 I. C. C. 52, and 142 I. C. C. 61, the Interstate Commerce Commission prescribed a class-rate scale for distances up to 800 miles which became known as the Arizona scale. It was intended to apply, and as published did apply, between points in Arizona, on the one hand, and points in California and New Mexico, as well as El Paso, Texas, on the other hand.

In UTAH SHIPPERS TRAFFIC ASSOCIATION vs. OREGON SHORT LINE RAILROAD COMPANY, 147 I. C. C. 581, rates based upon the Arizona scale were prescribed to apply from Salt Lake City to points in Idaho, Montana, Oregon and Washington. Finally, in UTAH TRAFFIC ASSOCIATION vs. ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY, 172 I. C. C. 306, decided February 4, 1931, the Interstate Commerce Commission extended the Arizona scale, with a gradation of its own making, from 800 miles to 1,500 miles and prescribed the scale as thus modified for application from Utah common points to El Paso, Texas, and certain destinations in Arizona, California, and New Mexico. This extended scale is now commonly known and designated as the Utah scale.

• When comparisons are made between the various intraterritorial rates prescribed for these five territories great disparities will be observed which create serious difficulties in the making of interterritorial rates.

The territory known in transportation circles as Eastern or Official Territory, and which lies generally North of the Ohio and Potomac Rivers, East of the Western boundary of Illinois, South of the Canadian border and West of the Atlantic Ocean, is the greatest single consuming area of the United States. More than 50% of the population of the United States reside in this territory and, therefore, much of the production of the South, the Southwest and the West must find a market in that area of greatest population.

Within this great consuming area freight rates are on a much lower level than are the level of rates in effect from Southern, South-western and Western Trunk-Line territory to this consuming territory. This discriminatory situation retards industrial development in the outlying territories and discourages manufacturing and industrial pursuits, and confines the people of these outlying territories to merely producing the raw materials which find their way into this great consuming center and thus builds up that center at the expense of the producing areas.

This is an age of specialization. Business competition is keen and there must be specialized production of those commodities, both agricultural, in the regions specially adapted to that production. Mineral raw materials must be mined where the deposits are. In like manner citrus fruits, lumber, cotton, wheat and other commodities must also be obtained from areas where the soil is suitable, the climate is salubrious and the topography of the earth is conducive to their production.

These commodities must reach their markets on reasonable freight rates. All carriers are affected with a public interest and it is their duty to transport these commodities from point of production to consuming centers throughout the Nation and seaports for export to the world upon reasonable and equitable rates. The cheaper the freight rates for such transportation the higher will be the standard of living of the American people.

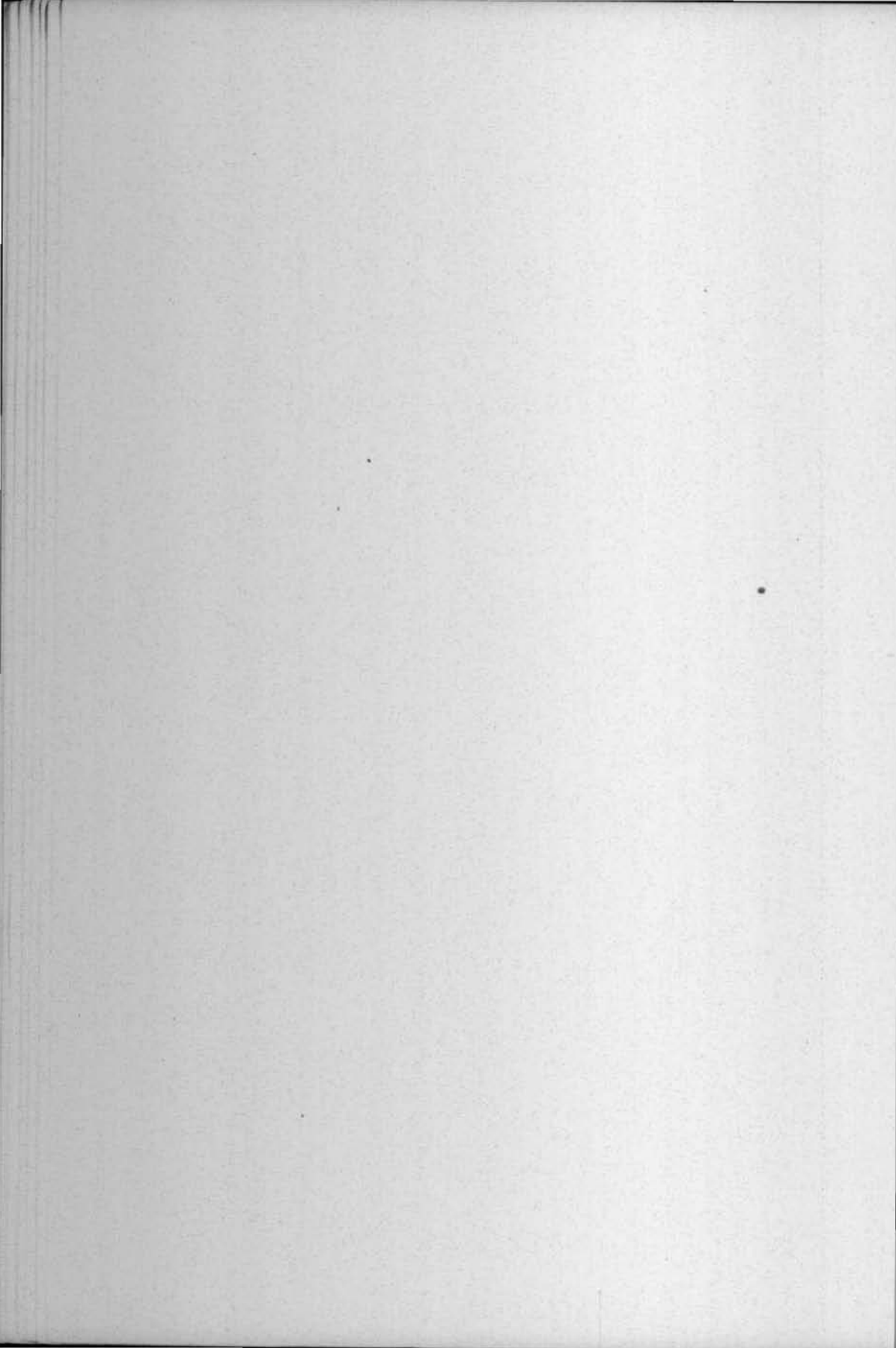
The Florida Railroad Commission believes that rates on Class Traffic within the South should be upon the same level or no higher level than within the North; that interterritorial Class Rates from the South to the North should be on a level no higher than the level within the North; and that classification ratings and percentages of First Class should be the same in the South and from the South to the North as within the North.

A comparison of Eastern and Southern Scales shows that this is not the fact.

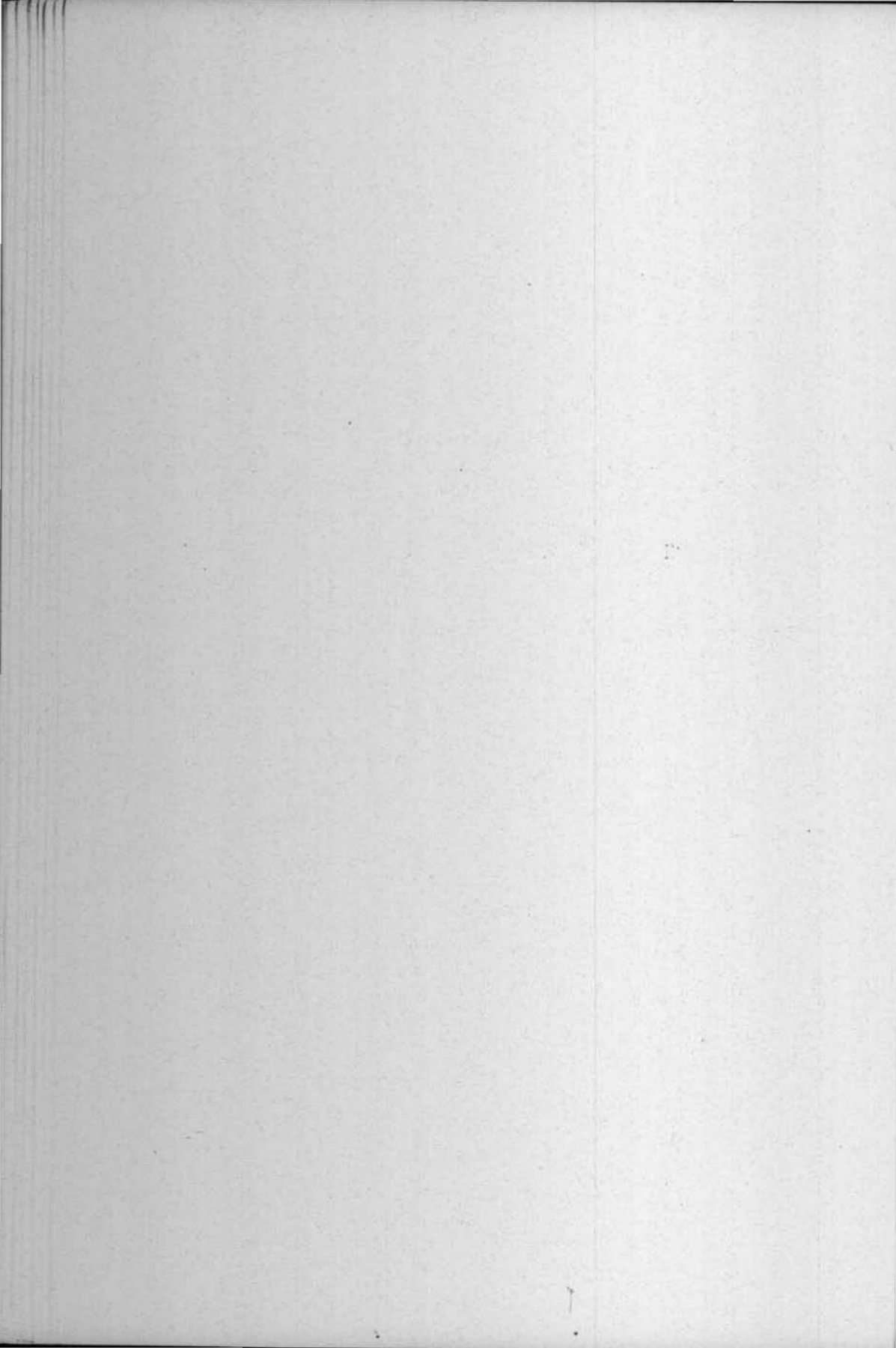
For instance at 420 miles the Southern Scale First Class Rate is 44% higher than the Eastern Scale and at 1500 miles it is 32½% higher. The actual Class Rates from Jacksonville to Akron and Youngstown, Ohio, exceed the Eastern scale level by 37% and 44% respectively.

This Commission is also of opinion that Florida should be accorded the same level of Class Rates as other Southern States intraterritorially and interterritorially and that the Florida arbitraries should be eliminated.

It believes that what is needed is the establishment of a uniform principle for making interterritorial freight rates. It is for this principle that it is contending in the present investigation.



Report of the Rate Expert



REPORT OF THE RATE EXPERT**LIVESTOCK RATES AND CHARGES**

Annual Report—1942.

During the past several years this Commission has been actively participating with other southern states and the Interstate Commerce Commission in proceedings to improve the freight rate structure on carload shipments of livestock from, to, and within the South. These proceedings have now been concluded. Under date of August 11, 1942, the I. C. C. decided the case and handed down their order prescribing a scale of rates which will place the South on a competitive basis with competing territories. In prescribing the scale we are pleased to report the Interstate Commerce Commission did not include the Florida arbitrary in rates from and to points located south of the Jacksonville-Chattahoochee line of the Seaboard Air Line Railway. This Commission consistently opposed addition of the arbitrary to rates applying from, to, and between stations located in the peninsula part of this State.

While the decision does not provide the full measure of relief sought, it can be correctly said that it represents a virtually complete victory for the South. It will not only eliminate many of the transportation difficulties now confronting the South but will result in savings of many thousand dollars annually to all branches of the industry and will unquestionably provide the greatest impetus of our time to this important and rapidly developing branch of agriculture.

In a summary of this kind it is impossible to apply the decision to each specific transportation problem about which the southern livestock producers complained, therefore, this summary will be confined to the general effect of the Interstate Commerce Commission's decision and to some degree to the extent it will improve transportation conditions for Florida livestock shippers.

The present rates applicable on livestock within the South and between the South and other territories are on a higher level than the rates of any other section of the United States. In a determined effort to correct this unfair situation which had greatly hampered the development of this important industry in the South, the State Regulatory commissions of the ten Southeastern states of Alabama, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee and Virginia organized and with the help of both public and private subscriptions employed counsel and traffic experts and filed a formal complaint with the Interstate Commerce Commission attacking the unreasonableness of the existing level of rates on livestock as well as various accessorial charges, and asking the extension of transit privileges.

The original complaint in this case with which subsequent petitions were consolidated, was filed early in 1939 by the Eastern Meat Packers Association and brought in issue rates on livestock from specified points in the South to specified points in the East. Following receipt of the advice of the filing of this complaint the Florida Railroad Commission gave consideration to the advisability of intervening in that proceeding, but at a general meeting in Atlanta held on the 13th day of November, 1939, at which were present representatives from all the Southern Commissions, Counsel for the Eastern Meat Packers Association and representatives of livestock producers, it developed that the issues in that complaint were not sufficiently broad to provide the relief which we needed. Accordingly, it was determined that a separate complaint should be filed on behalf of the South and in the name of the Southern State Commissions and Southern Livestock producers bringing into issue the rates for the transportation of edible livestock, carloads, within the Southern territory and from that territory to the Official territory, and from the Western territory to the Southern territory, as well as from Western territory through the South to the Official territory. The southern producers also complained of the existing rules, regulations, practices and transit arrangements to the extent that they were not comparable with those afforded producers in other territories and they requested that the Commission adjust the minimum weights and reduce bedding charges.

Hearings in connection with this proceedings were held as follows:

Washington, D. C.	June 17, 1940
Louisville, Kentucky	June 24, 1940
Johnson City, Tennessee	July 8, 1940
Atlanta, Georgia	July 15, 1940
Savannah, Georgia	November 7, 1940
Atlanta, Georgia	January 7, 1941
Kansas City, Missouri	February 11, 1941

In addition to paying the highest level of rates in any region of the United States, Southern livestock shippers have been denied all of the shipping and transit privileges enjoyed by the Western and Official territory shippers and in some instances have been required to pay double the amount of accessorial charges, as well as bridge tolls, all of which has resulted in burdening the Southern livestock producer with a transportation cost greatly in excess of the transportation charge assessed against competing producers in other territories. To illustrate, we will quote below some of the present rates, and rates prescribed, from and to representative points. The rates are stated in cents per 100 pounds:

From	To	Rates	
		Present	Prescribed
Jacksonville, Fla.	Jersey City, N. J.	78	59
Arcadia, Fla.	Bowling Green, Ky.	82½	57
Brooksville, Fla.	Albany, Ga.	43½	32
Clearwater, Fla.	Tifton, Ga.	44½	33
Ft. Myers, Fla.	Nashville, Tenn.	82½	55
Kissimmee, Fla.	Birmingham, Ala.	64½	46
Arcadia, Fla.	Altoona, Pa.	96	66
Bradenton, Fla.	Lock Haven, Pa.	95	66
Brooksville, Fla.	Philadelphia, Pa.	85	61
Ft. Myers, Fla.	Reading, Pa.	91	66
Kissimmee, Fla.	Buffalo, N. Y.	102	71
Leesburg, Fla.	New York, N. Y.	89	63
Palatka, Fla.	Baltimore, Md.	76	55
Sarasota, Fla.	Jersey City, N. J.	92	66

The above rates are subject to war emergency increases in Tariff of Increased Rates and Charges No. X-148, effective March 18, 1942, increasing the rates by 3 per cent. These increases will expire 6 months after the termination of the present war.

Under this adjustment the Southern livestock producers will realize many thousands of dollars savings in reduced transportation charges. An equal or possibly greater benefit will be realized under improved marketing conditions which will unquestionably result in higher prices at the Southern markets resulting from lowered rates and accessorial charges.

It is difficult to forecast in dollars the ultimate saving of this reduction in rates but unquestionably it means a new day in Florida agriculture in the development of idle pasture lands and the return to our section of the important livestock industry.

INCREASED RATES, FARES AND CHARGES

In petitions filed in December, 1941 with the Interstate Commerce Commission and regulatory bodies of all the States, the carriers by railroad ask to increase their rates, fares, and charges by 10 per cent, except, by specific amounts, the rates on coal, coke and iron ore.

Hearing was held before the Interstate Commerce Commission in St. Louis, Mo., beginning on January 5, and ending January 9, 1942. All the States were notified of the pendency of the proceedings and the I. C. C. sought the cooperation of the State Commissions. The State Committee consisted of one commissioner from each of the following states: Ohio, Indiana, South Carolina, Tennessee, South Dakota, Iowa, Arizona and California. These commissioners sat with the Commission throughout the entire proceedings.

The rail carriers' request was made shortly after agreements involving certain increases in the wages of railroad employees became effective. It provided for a wage increase to become effective December 1, 1941, and the employees were to receive retroactive pay for the period from September 1 to December 1, 1941, increases to be in basic rates of pay and not temporary.

Petitioners alleged that, because of the increases in expenses, their rates, fares, and charges were insufficient to yield revenue over and above operating costs necessary to insure their ability to continue in the public interest adequate and efficient service.

Petitioners further asserted that they incurred certain unavoidable and continuing increases in their operating costs, which were so substantial that, unless they were promptly offset by increases in revenues, their financial resources would be seriously impaired, and their ability to continue to render adequate and efficient railway transportation service would be greatly endangered.

It was found that an increase of 10 per cent applied to the present increased traffic and that which is reasonably in prospect would yield a larger amount than is necessary to meet the avowed purposes of the increase sought. But a smaller increase was justified.

Thereupon in Ex Parte No. 148, Increased Railway Rates, Fares and Charges, 1942, decided March 2, 1942, (248-ICC-545) the Interstate Commerce Commission authorized a uniform increase of 6 per cent in all rates and charges, including minimum rates, minimum charges, absorption, and charges for accessorial and special services, except that basic raw products of agriculture and animals and products should not be increased by more than 3 per cent. Products of mines were increased from 3 to 6 cents per net ton.

The increases became effective simultaneously on interstate and intrastate traffic March 18, 1942. The increases authorized grew out of the emergency caused by the war and is limited to that emergency. The increase shall expire 6 months after the termination of the present war.

INFORMAL TRANSPORTATION CASES

There is a special procedure before this Commission under which rate cases can be tried without the formality of witnesses having to appear and give testimony in person. This is called "shortened procedure" and is employed in cases where the consent of all parties is obtained. It is followed usually only in minor cases. Some, however, involve considerable tonnage and bring about substantial savings to shippers.

During the calendar year of 1942 there was handled the following number of informal cases:

Rail: passenger, freight and express.....	189
Motor Vehicle: Bus and truck	115
Total	<u>304</u>

Generally such cases are the result of carriers' desire to meet competitive rates of other forms of transportation, and to also establish rates that will move the traffic. These are disposed of by issuing permissive authority to applicant. Our purpose in such a method of procedure is to save time and money for all the interested parties, including the State of Florida, and to effect a more prompt determination of issues.

Report of Special Counsel

REPORT OF SPECIAL COUNSEL TO THE FLORIDA RAILROAD COMMISSION FOR THE YEAR 1942

Counsel for the Railroad Commission employed under the provision of Section 6733 of the Compiled General Laws of Florida, submits the following report for the year 1942.

INTERSTATE COMMERCE CASES

1. Class Rates Within Southern Territory. Docket No. 28300.

On October 1, 1936, the Florida Railroad Commission filed its petition praying the Interstate Commerce Commission to institute an investigation into the Class Rates within Southern Territory, and that an order be issued requiring the establishment of just and reasonable class rates within said territory.

This petition was supplemental to a petition filed by the Joint Conference of Southern State Commissioners and Shippers of which the Florida Railroad Commission is a member.

The present Class Freight rates applicable in Southern territory are the result of investigation and decision of the Interstate Commerce Commission in Southern Class Rate Investigation, Docket No. 13494, and shown in both the original and supplemental reports of the Interstate Commerce Commission and cited and reported in 100 I. C. C. 513; 109 I. C. C. 300; 113 I. C. C. 200 and 128 I. C. C. 567.

This investigation was commenced in 1920 and occupied several years during which economic conditions were unusual and the country was enjoying a period of prosperity greater than has existed since the rates became effective, and prices of commodities at that time were upon a much higher level than at the present time.

Southern territory, as the term was used in the original report in Southern Class Rate Investigation (100 I. C. C. 513), was stated to be roughly the territory east of the Mississippi River and south of the Ohio River and the line of the Norfolk and Western from Bristol, Tennessee-Virginia, to Norfolk, Virginia. It did not include the east corner of Kentucky served by the Chesapeake & Ohio.

Petition was filed with the Interstate Commerce Commission asking:

"That for purpose of this petition Southern territory shall be that territory beginning at Norfolk, Virginia (including Newport News, Virginia, and other points in the Hampton Roads area), then following the line of the Virginian Railway to Roanoke, Virginia; then the line of the Norfolk & Western Railway to Kenova, West Virginia (including St. Paul, Virginia, and Bristol, Virginia-Tennessee, respectively on the

Norton and Bristol lines of the Norfolk & Western Railway, also including the so-called southern Ohio Group); then following the line of the Chesapeake & Ohio Railway to Cincinnati, Ohio (excluding local points on the Chesapeake & Ohio in Kentucky); then following the Ohio River to Cairo, Illinois, including north-bank Ohio River points and Lexington, Kentucky; then following the Mississippi River in a southerly direction to New Orleans, Louisiana, and the mouth of the Mississippi River, including west-bank Mississippi River points; then east along the shore of the Gulf of Mexico to the Atlantic Ocean; then north along the shore of the Atlantic Ocean to Hampton Roads, Virginia."

This Commission filed its statement with the Interstate Commerce Commission prior to December 12, 1936, and contended that the issues should not be broadened but should be confined within the limits indicated in its petition.

Further proceedings in this matter were postponed for a time but preparations are now being made for a full investigation into the reasonableness of the Class Rates within Southern Territory.

As a preliminary to formal hearings it appeared to the Interstate Commerce Commission that it would be desirable to hold an informal conference with counsel for the respondents and interested persons who anticipate appearing at the hearings. The purpose of such informal conference was to develop more clearly what matters are in issue, and what particular phases of the general subjects designated in the orders of investigation shall be first explored. It was thought desirable to discuss informally the general character of factual matters which should be developed upon the record, and how such matters may best be shown, and to minimize lost motion and inclusion of irrelevant and immaterial matter. This conference was held at Chicago, Ill., October 28, 1940, at which the Florida Railroad Commission was represented by members of its official staff.

The first hearing in this investigation was held in St. Louis, Missouri, on July 10, 1941. It was presided over by Commissioner Clyde B. Aitchison, Commissioner Walter M. W. Splawn and Commissioner J. H. Alldredge. State Commissioners Scott of South Carolina, Murphy of Oklahoma and Maconichi of Ohio sat with the members of the Interstate Commerce Commission.

Dr. Ford K. Edwards, Principal Economist of the Cost Finding Section of the Interstate Commerce Commission presented his cost findings for railroad operations together with a Supplementary Text. The Text is Exhibit 2, and the Cost Studies are identified as Exhibit 3. These Cost Studies show unit costs by territories and relative freight costs in the territories were evolved for use in developing Class Scales. The studies reflect the average cost based on net loads or revenue loads

of freight. These cost studies arrived at the conclusion that the Southern territory is the lowest cost territory in the United States.

Mr. Jensen, Classification Expert and Assistant to the Director of Bureau of Traffic, presented his proposed basic of revision of classification scales intraterritorially and interterritorially as Exhibit No. 7. His study would place Central Freight Association territory on a basic scale of 100%; Eastern Trunk Line territory and lower New England territory at 105%; Maine, New Hampshire and Vermont on basic scale of 115%; Northern Michigan, Wisconsin, Southeastern half of Minnesota, Iowa, Missouri, Kentucky and the Northern fringe of Tennessee and the Northern portion of North Carolina on a basic scale of 110%. South of the Nashville-Bristol-Raleigh line in Southern territory Mr. Jensen proposed a basic scale of 120%, including Florida, but eliminated the Florida arbitraries. He testified that the imposition of the Florida arbitraries would be harmful to the interest of the carriers.

Attempts were made to break down Dr. Edwards' cost studies by counsel for the railroads but they did not succeed in shaking his conclusions.

The rail carriers not being ready to proceed at this hearing it was adjourned subject to announcement by the Interstate Commerce Commission of the date of the next hearing.

Since September 12, 1940, when a conference was held at Orlando, Florida, between the Florida Rate Conference and staff members of the Florida Railroad Commission, preparations have been made for this case.

The Railroad Commission secured the services of Mr. F. C. Hillyer, Commerce Attorney, Jacksonville, Florida; Mr. T. C. Maurer of the Jacksonville Traffic Bureau, Jacksonville, Florida; Mr. Thos. E. Grady of the Greater Miami Traffic Association, Miami, Florida, and Mr. J. H. Donnell, Traffic Expert of the Tampa Traffic Association, Tampa, Florida, all members of the Florida Rate Conference, to prepare technical rate studies of rail, water and truck rates, also import and export traffic, and such other matters as they thought would prove essential to this case. These traffic experts were prepared to testify at the first hearing but their testimony was not called for.

The second hearing in this investigation was held at Indianapolis, Indiana, commencing September 22d and adjourning on the afternoon of October 1st, 1942.

Commissioner Jerry W. Carter, as a member of the Class Rate Committee of the Southern States Railroad Commissions, attended the Indianapolis hearing representing the Florida Railroad Commission.

Division 2, Commissioners Aitchison, Splawn and Alldredge, sat at Indianapolis, with State Commissioners H. W. Scott of South Carolina,

J. J. Murphy of South Dakota and George McConnaughey of Ohio. The I. C. C.'s staff consisted of rate-examiners Kobel, Carter and Haden; Principal Economist, Dr. Ford K. Edwards; Chief of the I. C. C.'s Cost-finding Section, Gilbert F. Parr; Bert M. Smelker, Attorney for the Commission; and Dr. Beatrice Aitcheson, associate economist.

The Railroads.

The second hearing consisted, generally speaking, of the presentation of additional cost studies and economic studies, made by the Commission's own staff; and the testimony and exhibits of the Southern railroads, the Eastern railroads, the Central Territory railroads and the Western railroads.

All of the railroads reserved the right to present additional testimony at the third hearing in rebuttal of the supplemental studies of the Commission's experts, and in rebuttal of shipper testimony.

The Florida Railroads

In the course of the testimony for the Southern railroads, Mr. Hinnant, of the Atlantic Coast Line, for the Florida railroads, testified in opposition to the proposal of Mr. Jensen (witness for the I. C. C. at the St. Louis hearing in 1941) that the Florida arbitraries be eliminated. Mr. Hinnant introduced an exhibit showing the results of operations of the Florida lines, and their traffic density, in support of the continuation of the Florida arbitraries.

The Railroads' General Attitude.

The railroads in each of the three major rate territories in general took a negative attitude towards the proceeding. Their main theme was that they are satisfied with their present respective intra-territorial rates and classifications; that they do not want to make any changes; and that there have been no complaints as to existing class rates or ratings, intimating that the shipping public is satisfied with the present class rates.

Motions to Discontinue.

The American Automobile Association, through its traffic manager, Mr. Moore, attempted to file a motion to discontinue the proceeding, but this, and a like motion of Anheuser-Busch were denied, quickly and firmly, by the Bench.

The T. V. A.

The Tennessee Valley Authority presented extensive economic studies showing the economic effect of the differences in inter-territorial class rate levels upon the location of industry. The T. V. A. advocated uniformity in class rates so as to separate and widely diffuse industry, in the interest of national economy.

The Southern States.

The Southern states (East of the Mississippi) presented first, Governor Prentis Cooper of Tennessee, Chairman of the Southern Governors' Class Rate Committee, who outlined the position of the Southern Governors, their prayer for uniformity in class rates and uniformity in classification ratings east of the Mississippi River, and the desire of the South that other sections should share in the uniformity.

A number of shipper-executives of particular industries in the South testified as to their difficulties in meeting the Northern competition under the existing class-rates. These witnesses made a splendid showing of actual shipper-interest in the proceeding. (In previous class-rate cases there was no showing of this type.)

Governor Holland:

At noon on Tuesday, September 29, Governor Spessard L. Holland was presented as a witness. As a member of the Southern Governors' Class-Rate Committee, he concurred in Governor Cooper's (Tenn.) testimony, urging the necessity for uniformity in class rates and ratings east of the Mississippi River. His position was that the level of the uniform class rates should be left to the discretion of the Commission, and so fixed that the railroads can earn money. The Governor emphasized particularly the elimination of the Florida arbitraries, as proposed by Mr. Jensen (I. C. C. expert).

The grounds stated by Governor Holland for the elimination of the Florida arbitraries were, in substance that Florida has grown since the Southern Class Rate Investigation (1922 to 1928) from a pioneer state to one of the most important states of the Union in tons of railroad revenue freight originated and terminated; that, because of Florida's geographical location the railroads in Florida face more water and truck competition than in any other state; that the Florida arbitraries have fostered the growth of water and truck tonnage, and have hindered the development of high grade manufactured products in Florida, to the injury of the state and the railroads; and that the Florida railroads are experiencing high earnings on their rate-making values.

He urged that the Commission proceed promptly with the disposition of this three-year-old investigation, pointing out that the federal authorities controlling the War Effort had urged the Governors to assist in the dissemination of industry, as a part of the national policy, so that our far-flung war industries may be converted to peace time operations at the end of the war, and so that the nation may not be caught unprepared in the future.

This point was advanced by the Governor at a critical time in the hearing and overcame the adverse effect of certain inadvertant but

damaging expressions of our friends during cross-examination on previous days.

Florida's Expert Witnesses.

Under the direction of the Railroad Commission of Florida extensive technical studies have been in the course of preparation for a period of about two years for the special purpose of this investigation. (Florida's exhibits and stencilled testimony consisted of over 100,000 sheets weighing nearly a ton).

Mr. T. C. Maurer, rate expert of Jacksonville, presented 114 pages of exhibits consisting of technical studies of actual class rates and classification ratings from representative Florida cities to the South and the North, showing particularly the 8 inflationary elements which result in class rates from Peninsula Florida to the North which are on an extremely high level above the rates within the North. Our rates to the North range as high as 220% of the class rates for like distances within the North.

Mr. Jos. H. Donnell, traffic expert of Tampa, presented numerous graphs showing how vastly Florida has grown in population, in rail revenue traffic originated and terminated, as compared with many states throughout the nation, how low are the taxes paid by railroads in Florida as compared with many states; and how favorable are the transportation conditions in Florida. Mr. Donnell's testimony made a conclusive and effective showing that Florida should no longer be treated as an appendix, but as a part of the South, in rate-making.

Mr. Thos. E. Grady, rate and traffic expert of Miami, showed that Florida's geographical location makes water and truck competition in Florida much more potent than in any other state in the Union; that the Florida arbitraries are not charged by the railroads on Florida intra-state class-rate traffic, classes 1 to 7; that the arbitraries have been injurious to the railroads, in that Florida's waterborne tonnage in 1939 had grown to Sixteen Million tons; and that Florida now ranks fifth among Atlantic coastal states in tons of foreign waterborne commerce.

Roland B. Eutsler, Ph. D., Director of the Bureau of Economic and Business Research, University of Florida, who had been designated for the case by Dr. Tigert, at the request of the Governor and the Railroad Commission of Florida, presented economic studies of a number of Florida plants in scattered sections of Florida which manufactured high-valued articles which actually move at **class-rates**. The results of his studies were most effective.

The West:

Numerous witnesses were heard in a rushed and summary fashion, after the conclusion of Florida's case. They represented the South-

western and near-Western states and State Commissions, and some of the state Universities, such as Iowa, Missouri, Oklahoma, Louisiana, Texas, Arkansas, Nebraska, Kansas, the Dakotas and Minnesota. All of these are supporting uniformity in class rates and classification ratings.

The Color of the Case:

The investigation, thus far, has been handled excellently by those who favor uniformity; and the trend of the comments from the Bench warrant the feeling that this case will result in the Elimination of the Florida arbitraries; the elimination of the chaotic Exceptions to the Classification; the Unification of classification ratings and descriptions; the Unification in the percentage relationships of the various classes to class 1; and the Elimination of, or Narrowing of the wide differences between the class-1 rates within the South and the North.

Governor Holland and Messrs. Maurer, Donnell, Grady and Eutsler effectively presented Florida's case. Special commendation is due Commissioner Carter for his interest in the case and Mr. F. C. Hillyer who gave valuable assistance in the preparation and presentation of this evidence.

A third hearing in this investigation was held in Columbus, Ohio, on November 16, 1942, and adjourned on November 27th, 1942.

At this hearing testimony was received in large volume from railroad and shipping witnesses. Commissioner Carter, Mr. Hillyer, Mr. Maurer and Mr. Grady and the Commission's Counsel, represented the Florida Railroad Commission at this hearing.

The hearing adjourned to be later reopened in Washington, D. C., on a date to be fixed by the Interstate Commerce Commission to complete the hearing of some Western and Eastern railroads, and also to receive a further statement to be made by Dr. Edwards.

LAW CASES

- 1. Atlantic Coast Line Railroad Company, et al. vs. Railroad Commission of the State of Florida and Flamingo Truck Lines, Inc. Supreme Court of Florida. Certiorari.**

On June 24, 1941, after formal hearing, the Railroad Commission entered its Order No. 1478 approving the application of Flamingo Truck Lines, Inc., of Jacksonville, Florida, for an extension of its Certificate of Public Convenience and Necessity to operate in intrastate commerce as a common carrier of freight between the Georgia-Florida State line and Tampa, and between Tallahassee and Live Oak, and between Tallahassee and Marianna and between Jacksonville and Tallahassee serving intermediate points.

Petition for Writ of Certiorari to review this order was filed in the Supreme Court of Florida by the Atlantic Coast Line Railroad Company, Railway Express Agency, Receivers of Seaboard Air Line Railway and Central Truck Lines, Inc.

The matter was fully briefed by all parties and heard in oral argument on December 11, 1941.

On January 9, 1942, the Court handed down its opinion quashing the Writ of Certiorari and sustaining the order of the Railroad Commission. Rehearing was denied on February 5, 1942.

The opinion of the Court is reported in — Fla. —; 5 So. (2d) 708.

2. Florida Motor Lines Corporation vs. Florida Railroad Commission. Supreme Court of Florida. Certiorari.

By order No. 1452 dated April 30, 1941, the Railroad Commission awarded a certificate of public convenience and necessity to Georgia-Florida Coaches, Inc., of Lake City, Florida, authorizing it to transport passengers, baggage, newspapers and light express between Georgia-Florida State line and Williston, Florida, via Lake City, Lake Butler, Gainesville and Archer over State Highways 82, 2, 1, 28, 49, 99, 13 and 5. Florida Motor Lines Corporation appeared at the hearing and objected to the granting of this application on the ground that it served several of the specific routes sought and also served the territory involved. It also made a tender of service over such portion of the routes as it did not serve in the event the Railroad Commission found that public convenience and necessity required the service.

Upon the granting of the order, and on June 20, 1941, Florida Motor Lines Corporation filed in the Supreme Court of Florida its petition in certiorari, together with its brief in support of such petition praying the court to grant its Writ of Certiorari and to quash the order.

Counsel for Georgia-Florida Coaches, Inc., filed its brief as amicus curiae. Briefs of all parties were filed in the cause and the same argued before the Supreme Court on October 27, 1941.

On December 9, 1941 the Court denied the petition for Writ of Certiorari and sustained the order of the Railroad Commission.

Rehearing was granted upon application of petitioners and on rehearing a majority of the Court sustained the order of the Commission holding that there was substantial evidence to sustain the order, and no rule of law was violated by the Commission.

The opinion of the Court is reported in — Fla. —; 7 So. (2d) 843.

3. Florida Railroad Commission vs. Harry Green. Circuit Court Jackson County, Florida. Injunction.

On February 6, 1941, bill of complaint for injunction was filed by the Railroad Commission against Harry Green alleging that he was

operating as a Star Mail Carrier by motor vehicle under the postal authorities of the United States government between Apalachicola and Marianna via Port St. Joe, Wewahitchka and Blountstown, and is in violation of the law in that he was transporting passengers and freight without authority from this Commission.

A. W. Lee, doing business as Lee's Coach Line, who operates as a certificated carrier over this territory, was allowed to intervene in this cause.

On February 22, 1941, after hearing, the Circuit Judge of the Circuit Court of Jackson County, Florida, entered a temporary restraining order restraining the defendant from transporting in any motor vehicle any person or persons from whom he accepts or receives money, or anything of value, as compensation or as a recompense for it to transport such person or persons until the defendant complies with the provisions of the statutes and receives proper authority from the Railroad Commission for such transportation.

The foregoing is a brief resume of the more important cases participated in and handled by your counsel before the Interstate Commerce Commission and the law Courts. This report gives no consideration to the many hearings before the Commission which counsel attends, nor to the number of opinions he is called upon to render and write upon various phases of the regulatory law.

For the convenience of the Commission, and of those who appear before it in various cases, an appendix is attached hereto listing the more important cases in which the motor vehicle statute has been construed by the Court with a short statement of the holding of the Courts in each case.

Respectfully submitted,
THEO. T. TURNBULL,
Counsel.

APPENDIX TO REPORT OF SPECIAL COUNSEL
Decisions Interpreting Florida Motor Transportation Laws

INDEX OF CASES DIGESTED

	Page
1. Alkazin vs Wells, 47 Fed. (2d) 904.....	40
2. Cahoon vs Smith, 99 Fla. 1174; 128 So. 632.....	37
3. Central Truck Lines vs Railroad Commission, 109 Fla. 395; 147 So. 590 (Strickland Transfer Co. Case).....	44
4. Central Truck Lines vs Railroad Commission, 118 Fla. 526; 160 So. 22 (S. A. L. Truck Service Case).....	47
5. Central Truck Lines vs Railroad Commission, 118 Fla. 555; 100 So. 26 (McLeod Line Case).....	48
6. Central Truck Lines vs Douglass, 127 Fla. 392; 173 So. 162 (S. A. L. Truck Service Case).....	58
7. Central Truck Lines vs Railroad Commission, 133 Fla. 190; 182 So. 783 (Re House Bill 138, 1937).....	61
8. Coleman vs Achim, 114 Fla. 89; 153 So. 96.....	46
9. Dickinson vs Cahoon, 107 Fla. 155; 144 So. 345.....	43
10. Douglass vs Pan American Bus Lines, 81 Fed. (2d) 222.....	51
11. Edwards, In Re: 100 Fla. 939; 130 So. 615.....	39
12. Florida Motor Lines vs Railroad Commission, 100 Fla. 538; 129 So. 876	38
13. Florida Motor Lines vs Railroad Commission, 101 Fla. 1018; 132 So. 851	40
14. Grubb, In Re: 116 Fla. 387; 156 So. 482.....	46
15. Leonard vs Sweet, 114 Fla. 60; 152 So. 857.....	45
16. Leonard Brothers vs Carter, 127 Fla. 198; 172 So. 924.....	58
17. L. & L. Freight Lines vs Douglass, 14 Fed. Supp. 399.....	50
18. L. & L. Freight Lines vs Douglass, 124 Fla. 696; 169 So. 370 (Injunction Case)	55
19. L. & N. Freight Lines vs Douglass, 124 Fla. 819; 169 So. 501 (Mandamus Case)	56
20. L. & L. Freight Lines vs Railroad Commission, 17 F. Supp. 13.....	56
21. Lawrence vs Goddard, 124 Fla. 250; 168 So. 13.....	53

	Page
22. Lowe vs Stoutamire, 123 Fla. 135; 166 So. 310.....	52
23. L. & N. R. R. Co. vs Matthews, 104 Fla. 603; 160 So. 469.....	42
24. Malone vs Carter, 132 Fla. 818; 182 So. 214.....	60
25. Matthews vs State ex rel St. Andrews Bay Trans. Co. 111 Fla. 587; 149 So. 648	45
26. Merchants & Mutual Asso. vs Matthews, 110 Fla. 325; 149 So. 27....	44
27. McJunkin vs Railroad Commission, 122 Fla. 402; 165 So. 368.....	51
28. Riley vs Lawson, 106 Fla. 521; 143 So. 619.....	42
29. Rogers vs Cunningham, 117 Fla. 760; 158 So. 430.....	47
30. S. A. L. Ry. Co. vs Wells, 100 Fla. 1027; 130 So. 587.....	38
31. S. A. L. Ry. Co. vs Wells (Pace Case) 100 Fla. 1631; 131 So. 777....	39
32. St. Andrews Bay Trans. Co. vs Carter..... Fla.....; 190 So. 788....	62
33. Smith vs Cahoon, 283 U. S. 555; 75 L. Ed. 1264.....	37
34. State ex rel Coats vs Whitaker, 126 Fla. 543; 171 So. 521.....	57
35. State ex rel Five Trans. Co. vs Lee, 132 Fla. 183; 181 So. 179 Second Hearing, 191 So. 10.....	62
36. State ex rel Fohl vs Karel, 131 Fla. 306; 180 So. 3.....	59
37. State ex rel Kelley vs Ramsey, 132 Fla. 647; 181 So. 885.....	60
38. State ex rel L. & N. Frt. Lines vs Railroad Commission, 124 Fla. 579; 109 So. 389.....	55
39. State ex rel National Trucking Company vs Lee, 132 Fla. 533; 181 So. 182; Second Hearing, 191 So. 17.....	63
40. State ex rel R. C. Motor Lines vs Railroad Commission, 123 Fla. 345; 166 So. 840.....	53
41. State ex rel Sanders vs Ramsey, 137 Fla. 548; 189 So. 39.....	61
42. Tamiami Trail Tours vs Railroad Commission, 120 Fla. 371; 163 So. 1 (Coast to Coast Co. Case).....	49
43. Tamiami Trail Tours vs Railroad Commission, 128 Fla. 25; 174 So. 451 (Tampa-Tallahassee Service Case).....	59
44. Travis vs Fry..... Fla., 190 So. 793.....	61
45. Tyson vs Stoutamire, 104 Fla. 505; 140 So. 454.....	41
46. Union Bus Company vs Douglass, 123 Fla. 292; 166 So. 582.....	52

	Page
47. University City Transfer Company vs Railroad Commission, 124 Fla. 308; 168 So. 413.....	54
48. Merryman vs Southern Tours, 120 Fla. 440; 162 So. 897.....	63
49. Tamiami Trail Tours, Inc. vs Lee, 142 Fla. 68; 194 So. 305.....	64
50. Central Truck Lines vs Railroad Commission, 146 Fla. 521; 1 So. 2d 470	
51. Great Southern Trucking Company vs Railroad Commission, 147 Fla. 552; 3 So. 2d 526.....	
52. Florida Motor Lines Corp. vs Railroad Commission, Fla.; 4 So. 2d 856	
53. Atlantic Coast Line Railroad Company, et al. vs Railroad Com- mission of the State of Florida and Flamingo Truck Lines, Inc., Supreme Court of Florida, Fla..... 5 So. (2d) 708...	
54. Florida Motor Lines Corp. vs Florida Railroad Commission; Certiorari, Fla.; 7 So. (2d) 843.....	

Cahoon vs. Smith, 99 Fla. 1174; 128 So. 632. Decided May 21, 1930.

Smith, the owner and operator of two motor vehicles used to transport goods under private contract for compensation on the public highways between fixed termini and over regular routes, was arrested for failure to apply and secure a Certificate of Public Convenience and Necessity and conform to the other requirements of Chapter 13,700, Acts of 1929. He brought habeas corpus and the Circuit Court for Duval County held the Act unconstitutional as applied to such carriers. This was reversed on appeal, the Supreme Court holding:

1. Chapter 13,700, Acts of 1929, not invalid as to title.
2. The mileage tax imposed, not invalid because a "toll" for the use of public highways, but is a valid "license" upon the business of transporting for compensation. (Sec. 14, Ch. 13,700, Acts of 1929.)
3. The exemptions in the Act are not arbitrary, unreasonable, or unlawfully discriminatory. (Id. Sec. 1.)
4. The Act does not require private carriers to assume common carrier functions and liabilities, the provisions applicable to private carriers for compensation are separable. (Id.)

(This case reversed by the Supreme Court of the United States. See *Smith vs. Cahoon* below.)

Smith vs. Cahoon, 283 U. S. 555; 75 L. Ed. 1264. Decided May 25, 1931.

Appeal from the decision of the Supreme Court of Florida in the case of *Cahoon vs. Smith*, 99 Fla. 1174, 128 So. 632, which upheld the constitutionality of Chapter 13,700, Laws of Florida, Acts of 1929, as applied to private contract carriers for compensation. **HELD:** Florida Supreme Court reversed; statute invalid as to applicant:

1. The statute purports to require such private carriers to assume the duties and liabilities of common carriers, there being no distinction between the two on the face of this statute and the imposition of such obligations on private carriers being beyond the power of the State. (Ch. 13,700, Acts of 1929.)
2. The statute is void for uncertainty because not expressly distinguished the provisions legally applicable to private carriers from those applicable to common carriers. (Id.)
3. The Act is void because of discrimination in favor of certain private carriers who are exempted, (as against others engaged in like transportation) the classification not being based on anything related to public safety on the highway. (Id.)

Florida Motor Lines vs. Railroad Commissioners, 100 Fla. 538; 129 So. 876. Decided August 4, 1930.

After hearing, Commission granted Georgia-Florida Motor Lines authority to substitute four 25-passenger busses for the five 7-passenger sedans it had been operating under its "grandfather" certificate. Florida Motor Lines objected on the ground that it was operating in the territory involved (Jacksonville to Miami) and was allowed under its certificate sufficient equipment to take care of twice the number of passengers using bus service, and no public convenience and necessity had been shown by applicant. Relief is sought by certiorari.

HELD: Order of Commission quashed:

1. Under Chapter 13,700, Acts of 1929, application for substitution of busses as here was in nature of application of new service, and others already rendering similar service should be considered, and the law contemplates consideration of their rights and privilege where they will be materially injured. Commission did not give due consideration to the statutory privileges of petitioner or to the rights of the public to exclude unnecessary vehicles from operating for hire over the highways. (Sec. 3, Ch. 13,700, Acts of 1929.)

2. Writ of certiorari is proper method of appeal from quasijudicial or judicial orders of Railroad Commission, the ultimate adjudication being to quash the judgment or order reviewed or to quash the writ of certiorari.

3. Administrative, ministerial and judicial functions of Railroad Commission upheld as constitutional and not being among those "powers of government" which must be separately administered by the three main departments.

Seaboard Air Line Railway Company vs. Wells, 100 Fla. 1027, 130 So. 587. Decided October 28, 1930.

Commission granted Union Bus Company authority to inaugurate night schedule between Jacksonville and Marianna without considering the effect on existing rail service. The Railway company brings certiorari.

HELD: Order of Commission quashed because due consideration not given to existing rail service.

1. The provision in Chapter 13,700, Acts of 1929, providing that in granting an application for a certificate the Commission "may take into consideration" certain elements including the effect it may have "upon other transportation facilities within the territory" means such consideration **MUST** be given since the proceedings are for the public benefit, and rail service is among the facilities to be considered. (Sec. 3, Ch. 13,700, Acts of 1929.)

2. The word "necessity" as used in the statute does not mean an absolute and indispensable necessity, but one reasonably necessary to meet the public needs. Public convenience and necessity must to a large extent depends on facts of each case. (Id. Sec. 2.)

3. Certiorari is the proper remedy (Citing Fla. Motor Lines vs. Railroad Commissioners, 100 Fla. 538; So. 876.)

In re Edwards, 100 Fla. 989; 130 So. 615. Decided October 22, 1930.

About a year after April 19, 1929 ("Grandfather date" in Chapter 13,700, Acts of 1929) Edwards applied for and was denied by the Commission a certificate, claimed as a matter of right, to operate a truck service between Haines City and Orlando. On certiorari to review Commission order.

HELD: Certiorari denied:

1. "Grandfather" privilege was not exercised within a reasonable time. (Sec. 3, Ch. 13,700, Acts of 1929.)

2. Petition for Writ of Certiorari must set forth the substance of the evidence if it is to be relied upon in any way to show the invalidity of a Commission order based upon it—mere setting forth the order with the statement that it was unsupported by the evidence is insufficient, being a conclusion of the pleader.

Seaboard Air Line Railway Company vs. Wells, 100 Fla. 1631; 131 So. 777. (Known as the Pace Case.) Decided January 8, 1931.

Upon application and hearing under Chapter 13,700, Acts of 1929, H. E. Pace was granted by Railroad Commission a certificate of public convenience and necessity to operate a truck service between Jacksonville and Tallahassee. The Commission did not consider the effect on existing rail carriers and whether they could furnish any additional service needed. The Seaboard brings certiorari to quash the order of the Commission.

HELD: Commission order quashed:

1. Commission did not proceed in accordance with the essential requirements of the law in refusing to consider the existing rail and express service. (Sec. 3, Ch. 13,700, Acts of 1929.)

2. "There was no evidence showing that there was any real public necessity for its (applicant's) operation, when the service afforded by the railway and express companies is taken into consideration." (Id. Sec. 2.)

Florida Motor Lines vs. State Railroad Commission, 101 Fla. 1018; 132 So. 851. Decided March 3, 1931.

(See previous case between same parties, 100 Fla. 538; 129 So. 876.)

The Commission granted Georgia-Florida Motor Lines authority to substitute 24-passenger busses for 7-passenger sedans on their run from Jacksonville to Miami on ground of public safety, comfort and convenience. The order granted protestant Florida Motor Lines a similar privilege upon proper showing being made. The latter brings certiorari to quash the order of the Commission on the ground that it was an existing carrier over the route that it had not failed to provide facilities satisfactory to the Commission and that there was no necessity for further passenger facilities over the route.

HELD: Certiorari denied.

1. Under Chapter 13,700, Acts of 1929, if there is substantial competent evidence legally sufficient to support the findings of the Commission, and no rule of law was violated, and the whole records does not show an abuse of authority or arbitrary action, the Commission order will not be set aside on certiorari.

2. Proof of public convenience and necessity as would support a new operation is not necessary to permit an existing certificate holder to improve its service by changing its type of equipment even over a route served by other carriers. (Sec. 3, Ch. 13,700, Acts of 1929.)

3. Order denies no right of Florida Motor Lines secured to it by statutes especially as here where the schedule of the two carriers are different and they operate from different termini. (Id.)

4. Railroad Commissioners are statutory officers and can exercise only such authority and functions as are expressly or impliedly provided for in statutes.

5. "The state may forbid the use of its highways in the business of transportation for hire even in interstate commerce, if no unjust discrimination is thereby perpetrated and federal instrumentalities are not hindered."

6. In absence of federal regulations, numbers, nature, size, weight and operation of vehicle used for hire on public highways may be regulated even as to interstate commerce, where such commerce is not discriminated against or unduly burdened. (Sec. 3, Ch. 13,700, Acts of 1929.)

Alkazin vs. Wells, 47 Fed. (2) 904. Decided 1931.

Application for interlocutory injunction before a three-judge Federal District Court against the Florida Railroad Commission to restrain the

enforcement against applicant of the provisions of Chapter 13,700, Acts of 1929, the contention being that since applicant was engaged exclusively in the interstate transportation of passengers, that such Act as to him is violative of the commerce clause of the United States Constitution of the fourteenth amendment to that Constitution and of the Federal Aid Act and the Federal Highway Act.

HELD: Interlocutory injunction denied:

1. State may require interstate motor carrier to obtain certificate of convenience and necessity as prerequisite of use of public highways, the same is grantable on application as matter of course. (Sec. 2, Ch. 13,700, Acts of 1929.)

2. State regulations enforceable against interstate carrier:

- a. Payment of reasonable, nondiscriminatory mileage tax. (Id. Sec. 14.)
- b. Reasonable regulations for protection of safety and comfort of passengers. (Id. Sec. 5.)
- c. Bond or insurance for protection of persons, other than passengers, who sustain injury due to carrier's negligence. (Id. Sec. 4.)
- d. Other which are not named.

Tyson vs. Stoutamire, 104 Fla. 505; 140 So. 454. Decided March 21, 1932.

Tyson was arrested for transporting, but not for compensation within the terms of Chapter 14764, in a private motor vehicle a greater gross load than the 16,000 lb. limit prescribed by Section 3 of Chapter 15625, Acts of 1931, the Motor Vehicle Licensing Act. He contends these laws create an unlawful discrimination against him since a certificated vehicle under Chapter 14764 is allowed a greater weight. Relief sought by Habeas Corpus.

HELD: No denial of equal protection of the laws:

1. The legislative classification of public service vehicles as against private ones for the purpose of regulation is valid and reasonable. (Sec. 1, Ch. 14,764, Acts of 1931.)

2. The legislature may impose on carriers for compensation such greater or less burden as its wisdom may dictate. (Id.)

3. Chapters 14764 and 15625 are not in irreconcilable conflict but are *pari materia* and must be construed together since both passed the same session of Legislature, both deal with same general subject and the latter provides that nothing therein shall repeal the former. (Purpose and intent of the two Acts stated.) (Id. Sec. 11.)

L. & N. Railway Company vs. Matthews, 104 Fla. 603; So. 469. Decided March 31, 1932.

(See previous case of Seaboard Air Line Railway Company vs. Wells, 100 Fla. 1027; 130 So. 587.)

Certiorari by rail carriers to review Railroad Commission order granting to Union Bus Line a certificate of public convenience and necessity to operate night service between Jacksonville and Marianna.

HELD: Writ quashed.

1. On certiorari, even though the court might have reached a different conclusion on the evidence, this would not justify substitution of its judgment for that of the Railroad Commission within whose jurisdiction lies the power to decide the question of public convenience and necessity. (Sec. 3, Ch. 14,764, Acts of 1931.)

2. Review of findings and conclusions of Railroad Commission on certiorari is not appellate in its nature, so as to determine whether error was committed as on writ of error or appeal. (Id.)

Riley vs. Lawson, 106 Fla. 521; 143 So. 619. Decided August 24, 1932.

Riley, a citizen and taxpayer, brought a Bill of Complaint under Section 25, of Chapter 14764, Acts of 1931, to enjoin Lawson from engaging in the business of hauling as a "private contract carrier" as defined in the Act without having secured a certificate or permit from the Railroad Commission. The circuit judge dismissed the bill, holding the Act unconstitutional as applied to private contract carriers.

HELD: Act unconstitutional.

1. Use of public highways for gain is special and extraordinary, is not a right but a privilege even as to private contract carriers, and may be prohibited entirely by the Legislature which may permit such use on certain conditions and under certain regulations.

2. Two principles under which state may regulate the use of public highways for gain are:

- a. Nature of the business—hauling for compensation.
- b. The right to conserve and protect public highways.

3. While the state may entirely prohibit the use of the highways for gain, there are limitations on its right to condition such use.

- a. It may not exact as a condition the surrender of any right guaranteed by the federal constitution.
- b. It cannot deny to permittees of the same class the equal protection of the laws. This rule does not limit wide

discretion in classifying under the police power, presumptions being that such legislation is valid where any conditions are present which will warrant the classification made. Under this rule motor vehicles may be treated as a special class.

4. Private contract carriers may be separately classified and dealt with as distinguished from common carriers, and such private carriers who operate in continuous and recurring carriage may be regulated separately from those whose operations are ordinary or casual. (Long discussion of the three classifications in the Act.) (Secs. 3, 4, 5, Ch. 14764, Acts of 1931.)

5. Construed as a whole the Act contemplates that private contract carriers be granted certificates as a matter of course, no public necessity or demand required to be shown, but consideration must be given to existing facilities and whether the proposed use of the highways would be an inordinate one. (Id. Secs. 4 and 5.)

6. The Act does not impair the right to contract—"the rule is that, if the power exists to accomplish the regulation attempted, such interference with the right to contract is justified as an aid to its exercise." (Id. Sec. 4.)

7. Since the Act on its face specifically sets forth the portions applicable to private contract carriers, such a carrier can be protected by appropriate judicial proceedings from enforcement against him of inapplicable provisions. (Id. Secs. 4 and 28.)

Dickinson vs. Cahoon, 107 Fla. 155; 144 So. 345. Decided October 24, 1932.

Attack by habeas corpus on the right to enforce the general 16,000 lb. gross vehicle weight limit prescribed by the Motor Vehicle Licensing Act as against certificated carrier under Chapter 14764, Acts of 1931.

HELD:

1. "Chapter 14764, as a regulatory Act, is complete in itself. Without reference to any other statute in this state, this Special Act dealing with certificated motor vehicles, contains within its four corners all the principles of regulation and supervision which are to be applied to those certificated vehicles falling within its purview."

2. The motor vehicle law (now Chapter 15625, Acts of 1931) is principally a licensing and taxing measure intended for motor vehicles generally, but Chapter 14764, being a separate classification of particular vehicles used for hire, rendered inapplicable as to such vehicles the regulation as to weight, speed, etc., in the licensing Act. (Secs. 11, 12, 13, Ch. 14764, Acts of 1931.)

3. The legal effect of the last paragraph in Section 11 of Chapter 17464 is to limit the combined weight and load of all vehicles operating under that Act to 24,000 lbs. (Id. Sec. 11.)

4. The Railroad Commission may by "some special regulation—within the scope of its power to make reasonable rules and regulations applicable to any and all transportation companies," restrict the weight limit of vehicles under its jurisdiction to less than 24,000 lbs. (Id. Sec. 11.)

**Central Truck Lines vs. Railroad Commission, 109 Fla. 395; 147 So. 590.
Decided April 13, 1933.**

Strickland Transfer Company, a certificated operator between Orlando and Tampa, having purchased under authority from the Commission the certificate rights of Merchants Transfer Company, which operated between Orlando and Daytona Beach, applied for and received the approval of the Railroad Commission to change its combined schedule from Daytona Beach to Tampa, so as to provide an expedited service. Central Truck Lines brings certiorari to quash the order of the Commission contending the new schedule creates a new service for which there is no necessity if rights of existing carriers, who already operate through schedules and are able and willing to furnish any additional service as considered.

HELD: Writ of certiorari quashed:

1. Commission may grant improved schedule to carrier without considering effect on competing carriers, this not being the granting of a new service. (Sec. 3, Ch. 14,764, Acts of 1931.)

2. Findings and conclusions of the Commission will not be set aside on certiorari where there was substantial competent evidence to sustain them and no rule of law was violated and the record discloses no abuse of authority or arbitrary action. (After discussion of the evidence). (Id. Sec. 3.)

3. Under Chapter 14764, Commission must consider effect on competing lines only:

- a. When new certificate is sought.
- b. When approval is sought for transfer of certificates. (Id. Secs. 3 and 4.)

**Merchants Mutual Association vs. Matthews, 110 Fla. 325; 149 So. 27.
Decided May 30, 1933.**

Appellant is a co-operative association organized for the express purpose of transporting at actual cost the goods of its stock holders only,

and seeks an injunction (denied by the Circuit Judge) to restrain any interference with its operations by the Railroad Commission.

HELD: Injunction denied:

1. The organization is a private contract carrier because it contracts with its stockholders and hauls for them for compensation, and is therefore under the jurisdiction of the Railroad Commission. (Secs. 1 and 4, Ch. 14,764, Acts of 1931.)

Matthew vs. State ex. rel. St. Andrews Bay Transportation Company,
111 Fla. 587; 149 So. 648. Decided August 2, 1933.

The Commission denied application of Union Bus Company to extend its interstate bus operations from Marianna, Florida, to Dothan, Alabama, on ground that application did not appear to be exclusively interstate. Applicant then amended its application to show that proposed service would be entirely interstate. The St. Andrews Bay Company obtained a writ of prohibition against the Commission prohibiting further proceedings on the amended application on the ground that Section 3 of Chapter 14764 prohibited the Commission from considering same within six months from date of the denial of the original application.

HELD: Reversed.

1. Section 3 of Chapter 14764 cannot bar from consideration an application for a purely interstate operation merely because of the denial of one for intrastate rights. (Sec. 3 of Ch. 14,764, Acts of 1931.)

2. Commission orders under Chapter 14764 are not res adjudicata but Commission has inherent power to grant rehearings and modify previous orders. (Id.)

3. Commission may be required to comply with Section 3 of Chapter 14764 by appropriate processes directed by Circuit Court (Prohibition used here) when invoked by proper party. (Id. Sec. 3.)

Leonard vs. Sweat Fla. 60; 152 So. 857. Decided February 21, 1934.

Habeas corpus to test right of common carrier by motor truck to transport a gross load in excess of the 18,000 lbs. limit prescribed by Chapter 16085, Acts of 1933, (the Motor Vehicle Licensing Law.)

HELD: (On authority of Dickinson vs. Cahoon, 107 Fla. 155; 144 So. 345.)

1. Railroad Commission may issue authority under Chapter 14,764, to transport a gross weight of 24,000 lbs., Chapter 16,085 in no way re-

pealing Chapter 14,764, and Chapter 16,085 being merely an amendment to Chapter 15,625, Acts of 1931, which was held in *Dickinson vs. Cahoon*, supra, to be inapplicable so far as weights are concerned to vehicles under the jurisdiction of the Railroad Commission. (Sec. 11, Ch. 14,764, Acts of 1931.)

(Mr. Justice Davis concurs on ground that the Attorney General, the Railroad Commission and the Motor Vehicle Commissioner have all concurred in a construction of the uncertain eight provisions of Chapter 16,085 in favor of petitioner's contentions, so that criminal liability under such act must be resolved in favor of accused.)

Coleman vs. Achim, 114 Fla. 89; 153 So. 96. (Share Expense Case.) Decided February 27, 1934.

Habeas corpus to test the right to operate without authority from the Railroad Commission of the owner of a private vehicle who on only one occasion transported for compensation four people from Miami to Hemp, North Carolina.

HELD: Whether defendant violated law depends on facts:

1. If auto trip was joint adventure between outo owner and passengers to which it was agreed that payments by passengers should be contribution to expense of trip, transaction would not come within purview of Chapter 14,764. (Sec. 1, Ch. 14,764, Acts of 1931.)

2. If auto owner holds himself and his auto out to individuals or to public from which these individuals were gathered as being ready, willing and able to transport the persons for a fixed fee as his compensation, he would be a private contract carrier within the statute requiring a certificate of public convenience and necessity. (Id. Secs. 1 and 4.)

In re Grubb, 116 Fla. 387; 156 So. 482. Decided September 7, 1934.

Original mandamus proceedings to compel the Railroad Commission to issue "for hire" permit, under the terms of Chapter 14,764, Laws of 1931, bringing for review before the Court only the Commission's order of denial.

HELD: Writ denied:

1. The Railroad Commission must hold a hearing and investigate and make findings to determine the nature and scope of a proposed "For Hire" operation before issuing a permit where the application suggests some special inquiry. (Sec. 4, Ch. 14,764, Acts of 1931.)

2. Petition for alternative writ of mandamus to require the Railroad Commission to issue a "for hire" permit to a carrier denied such a permit should disclose the entire record of proceedings, unless the order denying the permit is shown to be illegal or unauthorized on its face. (Id.)

3. Certiorari, not mandamus, is the proper remedy for a carrier denied a "for hire" permit by the Railroad Commission, after an adversary hearing at which third parties appeared and protested. (The Court does not say that mandamus may not be used in any case of this nature). (Id.)

Rogers vs. Cunningham, 117 Fla. 760; 158 So. 430. Decided December 28, 1934.

Rogers was charged with operating on the public highways of Pinellas County "one truck and trailer combined (semi-trailer) which weight did exceed the state law." The evidence taken before the committing magistrate showed that the vehicle driven by Rogers was a four-wheel truck which had no provision for carrying a load independently, and to which was coupled in the manner of a semi-trailer, a four-wheel trailer whose wheels were placed so that the front end of the unit would drop to the surface of the road if the unit were detached from the truck. This is an original proceeding in habeas corpus and the Supreme Court stated: "All parties seem to desire an opinion from this Court as to whether a truck and trailer such as Rogers drove is within the provisions of the law limiting the weight to be carried by a semi-trailer."

HELD: Petitioner discharged from custody:

1. The combination vehicle is not a truck and semi-trailer as contended by the state, but is a "four-wheel vehicle attached to or to be drawn by a truck" which "counsel for state in the brief seemingly admit if properly equipped is entitled to a gross load of 34,000 pounds." (Sec. 3, Ch. Acts of 1933.)

2. Statute regulating weight of load of trucks and trailers being criminal statute should be strictly construed and for accused to be held for trial the charge must plainly and unmistakably show him to come within its prohibitions. (Id.)

NOTE: Nowhere in this opinion did the Supreme Court hold that a private carrier was entitled to transport upon a vehicle of the character described in the opinion, a gross load of 34,000 pounds.

Central Truck Line vs. Railroad Commission, 118 Fla. 526; 160 So. 22. Decided February 28, 1935.

The Railroad Commission granted the Seaboard Air Line Railway Company a certificate of public convenience and necessity to operate a

common carrier truck service between Tampa and Brooksville and between Waldo and Morriston, but only as a purely substituted service in order to affect a saving in transportation costs, and conditioned upon the resumption of rail service as soon as business warrants it. Central Truck Lines, who also serve this territory bring certiorari contending the Commission could not grant such authority without such proof of public convenience and necessity as would be required of an independent motor carrier.

HELD: Certiorari denied:

1. Section 27 of Chapter 14,764, and Section 6703 C. G. L. contain authority for Railroad Commission in its co-ordinated supervision and regulation of both rail and motor carrier to grant a limited certificate of public convenience and necessity confined to a mere commutation of rail into motor carrier service where there is no grant of general or permanent authority to perform motor vehicle service on the highways, and without such showing of public convenience and necessity as would be necessary for a new service. (Sec. 27, Ch. 14,764, Acts of 1931, and Sec. 6703, C. G. L. 1927.)

2. Statutes regulating rail and motor carriers are in contemplation of law *pari materia*, and have for their object appropriate regulations of both in their relation to each other and to the transportation needs of commerce in the state. (Id.)

3. "Public convenience and necessity" has not been defined by the lawmakers, and each case must be decided on its own facts weighed in the light of the declared legislative purpose. (Sec. 3, Ch. 15,764, Acts of 1931.)

4. Railroad Commission orders granting or refusing permits of public convenience and necessity, although arrived at in a quasi-judicial form of procedure, are legislative in character and must be sustained, unless clearly invalid because of: (a) misapprehension of law or facts, (b) *ultra vires*, (c) infringement of complaining party's legal rights, (d) contrary to some essential requirement of the law. (Id. Secs. 3 and 4.)

**Central Truck Lines vs. Railroad Commission, 118 Fla. 555; 160 So. 26.
Decided March 1, 1935.**

The St. Johns River Line Company, operating both river boat and truck service, purchased the McLeod Lines which operated trucks between Orlando and Tampa. The commission in approving the transfer of the certificate rights of McLeod Lines authorized an additional through schedule for St. Johns River Line between Tampa and Sanford. All other carriers objected on the ground that this created an entirely new

operation and permitted depressed water-truck freight rates into the Tampa trade territory, all without the required showing of public convenience and necessity and the consideration of existing facilities.

HELD: Order of Commission quashed on Certiorari:

1. Railroad Commission orders regulating the use of the highways by motor transportation companies must, like a statute, be tested by their practical operation and effect rather than by their form. (Ch. 14,764, Acts of 1931.)

2. Motor vehicle rights under certificates separately granted cannot be lawfully combined for the establishment of a through service without first obtaining from the Railroad Commission a certificate of convenience and necessity. Chapter 14,764, Acts of 1931, contemplates no prejudicial alteration in established relationships unless justified by public convenience and necessity. (Id. Sec. 3.)

3. The purpose of a certificate of public convenience and necessity is primarily for public convenience and welfare and not for the advantage and benefit of carriers. (Id. Sec. 3.)

4. Inadequacy of existing service is not necessarily essential to a finding that public convenience and necessity will be served by the linking of existing local services to create a through service. Here the fault was the inclusion in the certificate of a special provision permitting the enjoyment by the St. Johns River Line of rate advantages at the expense of other carriers serving the same territory. (Id. Sec. 3.)

5. The Railroad Commission under the authority given in the Act to include such terms, conditions, and provisions in certificates as it may deem proper in the public interest may not grant special rates, prejudicial to other carriers. (Id. Sec. 3.)

6. Under the terms of the Act auto transportation company includes a carrier operating partly by water and partly by motor vehicles. (Id. Sec. 1.)

Tamiami Trail Tours vs. Railroad Commission of Florida, 120 Fla. 371; 163 So. 1. Decided July 5, 1935.

Coast to Coast System, Inc., the holder of a certificate to transport freight by motor vehicle from Jacksonville to Tampa via Daytona Beach and Kissimmee and from Jacksonville to Miami via Daytona Beach and Melbourne, was granted by the Railroad Commission the right to operate between Kissimmee and Melbourne on a schedule that would expedite by one day its service from Tampa to Miami. No showing of public convenience and necessity was attempted and Tamiami Trail Tours, Inc., who holds the certificate rights between Tampa and Miami via Fort

Myers and the Tamiami Trail seek to set aside the order of the Commission on certiorari.

HELD: Order of Commission quashed:

1. Railroad Commission orders must be tested by their practical operation and effect rather than by their form. (Ch. 14,764, Acts of 1931.)

2. The order granted is not an administrative schedule change which would be authorized under Section 8 of Chapter 14,764, but in effect created a new and different common carrier service between Tampa and Miami for which no showing of public convenience and necessity was made, and none of the essential requirements of the law were followed relative to the granting of a new certificate as set forth in Section 3 of Chapter 14,764. (Id. Secs. 3 and 8.)

3. "Every Certificate of Public Convenience and Necessity that the Railroad Commission is authorized to grant under the law is, in most cases in its last analysis, a statutory license to enjoy a protected public monopoly out of whatever motor transportation business is to be derived by the certificate holder out of its servicing the authorized route and terminal points designated in such a certificate when issued." (Id. Sec. 3.)

4. Convenience and necessity in Chapter 14,764 refers to that of the public as distinguished from that of the private convenience of a carrier. (Id. Sec. 3.)

L. & L. Freight Lines, Inc., vs. Douglass, 14 F. Supp. 399. Decided Nov. 7, 1935.

Suit to enjoin the Florida Railroad Commission from interfering with the common carrier interstate motor truck operations begun by L. & L. Freight Lines on October 13, 1935, over U. S. Highway No. 19 from the Georgia-Florida state line through Tallahassee to Ocala, Dunnellon and Tampa, and over U. S. Highway No. 90 between Tallahassee and Live Oak. Plaintiff contends that under Subsection (b) of Section 206 of the Federal Motor Carrier Act, 1935, it may inaugurate such purely interstate operation up to the effective date of the Motor Carrier Act and continue such operation for one hundred twenty days without authority from the Interstate Commerce Commission, the I. C. C. by proper order having postponed the effective date of Section 206 until October 15, 1935.

HELD: Prayer for temporary restraining order denied:

1. A careful inspection of the postponement order of the I. C. C. makes it clear that the taking effect of the provisions of Section 206 was postponed solely for administrative reasons, was for the benefit only of those who could not qualify under the "grandfather" clause as of

June 1, 1935, but were in operation on October 1, 1935, and was not intended to enlarge any rights to engage in interstate commerce. (Motor Carrier Act, 193, 206; 49 U.S.C.A. Sec. 306.)

Douglass vs. Pan American Bus Lines, 81 F. (2d) 222. Decided December 27, 1935.

The appellee, a bus company desiring to institute a new type of passenger service between New York and Miami and having secured authority from all other states, applied to Florida Railroad Commission for the proper permit and was refused on the ground that, it being an exclusive interstate operation, the passage by Congress of the Motor Carrier Act had deprived the Commission of all jurisdiction over the granting of a certificate to an interstate carrier. The bus company secured an interlocutory injunction from the District judge for Northern District of Florida restraining the Commission from interfering with plaintiff's operation. From this order the defendants appeal.

HELD: Injunction sustained:

1. From such order court reviews only whether there has been abuse of discretion. Under these circumstances this order was an "exercise of discretion" to protect apparent rights of plaintiff. (Motor Carrier Act, 1935, 49 U.S.C.A. Secs. 301-327.)

2. The bill does not attack either a law of Florida or an order of the Commission, so this is no case for a three-judge court.

3. On the showing made before the Commission, the appellee was entitled to a certificate as a matter of right, it being an exclusive interstate carrier. (Secs. 3 and 28, Ch. 14,764, Acts of 1931.)

McJunkin vs. Railroad Commission, 122 Fla. 402; 165 So. 368. Decided January 20, 1936.

The Commission authorized the Seaboard Air Line Railway to operate common carrier bus service between Fernandina and Lulee in lieu of its previous rail service, a purely substitute service from depot to depot until such time as business would permit the resumption of the rail service. McJunkin, who had previously performed this service under contract with the railroad, brings certiorari to quash the order of the Commission on the ground that this is a new service granted without considering public convenience and necessity or the effect on his existing public.

HELD: Certiorari denied:

1. The judgment of the Railroad Commission is proper on authority of *Central Truck Lines vs. Railroad Commission*, 160 So. 22. Sec. 27, Ch. 14,764, Acts of 1931.)

Lowe vs. Stoutamire, 123 Fla. 135; 166 So. 310. Decided February 29, 1936.

Driver for L. & L. Freight Lines, Inc., was arrested for operating a motor vehicle for hire without authority from Railroad Commission in exclusive interstate commerce and he brings habeas corpus.

HELD: Petitioner lawfully held:

1. Enactment of Motor Carrier Act, 1935, did not suspend or supersede state laws applicable to interests motor carriers but left same to be applied without hindering or burdening regulations of Congress applicable to same subject matter. (Motor Carrier Act, 1935; 49 U.S.C.A. Secs. 301-327.)

2. Motor Carrier Act did not impair Chapter 14,764 in so far as it required interstate carriers to register their operation and observe the provisions of the Act capable of being enforced against interstate carriers. (Id.)

3. *Alcazin vs. Wells*, 47 F. (2d) 904, principles still in effect in so far as state regulations do not now conflict with Motor Carrier Act. (Id.)

4. State's proprietary interest in its roads and right to condition their use for their preservation and for public safety and convenience is to be distinguished from right to prescribe equipment for interstate railroads.

Union Bus Company vs. Douglas, 123 Fla. 292; 166 So. 582. Decided March 19, 1936. Rehearing denied March 23, 1936.

Railroad Commission granted A. J. Redd a certificate of public convenience and necessity to carry passengers between Perry, Branford, Raiford, Macclenny and Jacksonville, but with closed doors between Macclenny and Jacksonville. Union Bus Company brings certiorari to quash the order of the Commission on ground that it was already adequately serving the needs of the public between Macclenny and Jacksonville and is willing and ready to provide any additional service necessary.

HELD: Certiorari denied:

1. Commission may grant new certificate in which a portion of the route is covered by an existing certificate, where the new service is so restricted as to preclude the rendering of competitive service, and where the public convenience and necessity require the duplication of

routes to meet the needs of those accommodated by the new service. (Sec. 3, Ch. 14,764, Acts of 1931.)

2. Commission may issue certificates with modifications, and upon such terms and conditions as in its judgment public convenience and necessity may require. (Id.)

State ex rel. R. C. Motor Lines vs. Florida Railroad Commission, 123 Fla. 345; 166 So. 840. Decided March 28, 1936.

Original mandamus proceedings to require the Railroad Commission to grant a certificate of registration to an exclusive interstate private contract carrier by motor vehicle over a certain state highway.

HELD: Peremptory writ granted:

1. The commerce clause of the U. S. constitution ex proprio vigore amounts to a national certificate of public convenience and necessity to carry on interstate commerce and only Congress can limit this right. (Sec. 8, Art. 1, U. S. Constitution.)

2. The certificate of public convenience and necessity as required by the Florida Motor Transportation Act and applied to an exclusive interstate carrier is in effect only a registration of such a carrier's operation, is grantable as a matter of course after opportunity to determine is bona fide, and is only to enable the state to:

- (a) Identify the operation.
- (b) Collect the mileage taxes due for the use of the highways.
- (c) Enforce police regulations which promote public safety and conservation of the highways. (Secs. 1, 2, 3, 4, 11, 12, 13, 16, Ch. 14,764, Acts of 1931.)

3. The enactment of the Motor Carrier Act, 1935, by Congress did not suspend or supersede the rights of the state as set forth in paragraph 2 above. (49 U.S.C.A. Secs. 301-327.)

4. The power of the Railroad Commission to determine the route to be used by interstate motor carrier is an exercise of the police power to be exerted after authority is granted as a matter of course to use the state highways in commerce, and cannot be exercised so as to unduly burden or control the right to operate. (Secs. 3 and 14, Ch. 14,764, Acts of 1931.)

Lawrence vs. Goddard, 124 Fla. 250; 168 So. 13. Decided May 5, 1936.

Goddard, manager of a U-Drive-It Company, was arrested for renting an automobile to a party who operated it over a public highway of

the state, Goddard not having first obtained a permit from the Railroad Commission and complying with Chapter 14,764, Acts of 1931.

HELD: Accused discharged on habeas corpus:

1. U-Drive-It concerns neither **operate** their own automobiles nor undertake to transport persons or property as part of their business, hence are not "**carriers**" who "**operate**" motor vehicles within the terms of Section 1 (e) of Chapter 15,764. (Sec. 1, Ch. 14,764, Acts of 1931.)

2. The provisions of Chapter 14,764 are unadapted for application to a U-Drive-It operation:

- a. Form of bond prescribed by Section is inapplicable. (Id. Sec. 6.)
- b. The speed rule in Section 12 cannot be enforced against one who relinquishes control of his vehicle. (Id. Sec. 12.)
- c. The driver regulations of Section 19 similarly could not be enforced. (Id. Sec. 19.)

University City Transfer Company vs. Florida Railroad Commission, 124 Fla. 308; 168 So. 413. Decided May 18, 1936.

The Commission after notice and hearing, authorized the transfer of a certificate of public convenience and necessity from Brown's Motor Freight Lines, Inc., to Hi-Way Transports, Inc. This is certiorari to review this order brought by two carriers also serving the same territory. The contentions were that the evidence showed it to be the duty of the Commission to revoke the certificate for failure to operate, that therefore there was nothing to transfer, that Hi-Way Transports, Inc., had not shown public convenience and necessity; that the Commission failed to consider: (a) rights and privileges of existing carriers serving the territory; (b) effect on existing facilities in the territory; (c) the interest of the shipping and consignee public.

HELD: Certiorari denied:

1. Where Commission's conclusions are sustained by substantial evidence, they are not reviewable by certiorari.

2. Before certificate can be considered as revoked, there must be formal charge, citation, hearing, and "weighing the probative force of evidence on the merits of the question." (Sec. 10, Ch. 14,764, Acts of 1931.)

3. The certificate not having been revoked, the transferee was under no duty to show existence of public convenience and necessity. (Id. Sec. 3.)

State ex rel. L. & L. Freight Lines, Inc., vs. Douglass, 124 Fla. 579; 169 So. 389. Decided May 13, 1936. Rehearing denied July 19, 1936.

The relator, on October 8, 1935, applied to the Railroad Commission for a certificate of public convenience and necessity to operate a common carrier truck service from Atlanta, Georgia, to Tampa, Florida, through Tallahassee, Perry, Ocala and Dunnellon, and also over state highway No. 1, between Marianna and Live Oak through Tallahassee. The Commission declined to take jurisdiction of the application on the ground that its jurisdiction had been superseded by the passage of the Federal Motor Carrier Act, 1935. This was an original mandamus proceeding to require the Commission to grant the certificate.

HELD: Alternative writ of mandamus quashed and proceeding dismissed:

1. Control by Interstate Commerce Commission over issuance or denial of certificates of public convenience and necessity for operation of motor vehicles in interstate commerce began with date of President's approval of Federal Motor Carrier Act on August 9, 1935, and not from date such Act might become operative. (49 U.S.C.A. Secs. 301-327.)

2. Florida Railroad Commission held without authority to entertain application for issuance of certificate of public convenience and necessity for exclusively interstate motor carrier operation after approval of Federal act governing such certificates, until propriety of issuance had first been submitted to and passed upon by Interstate Commerce Commission. (Secs. 3 and 28, Ch. 14,764, Acts of 1931.)

3. Where Interstate Commerce Commission awards certificate of public convenience and necessity for exclusively interstate motor carrier operation, Florida Railroad Commission is required to grant carrier state certificate upon proper application to enable commission to enforce state police regulations. (Id. Secs. 3 and 28.)

L. & L. Freight Lines, Inc., vs. Douglass, 124 Fla. 696; 169 So. 370. Decided June 26, 1936.

Appeal from an interlocutory order of the Circuit Court of Leon County denying an application for a restraining order against the Florida Railroad Commission to prevent the enforcement of the Florida Motor Transportation Act against the L. & L. Freight Lines who were engaged in exclusive interstate commerce over certain state highways but who had not secured any authority from the Interstate Commerce Commission under the Federal Motor Carrier Act of 1935 to conduct such business.

HELD: Constitutional writ of injunction dissolved:

1. The Federal right claimed by appellant, while appropriately alleged has not been made clearly to appear by proof submitted to overcome the allegations of the answer denying the lawful inauguration of the operation, and must be established by competent proof before being entitled to injunctive relief in the state courts as against the asserted rights of state officers to continue their enforcement of a state statute otherwise applicable.

2. Since the passage of the Federal Motor Carrier Act, 1935, interstate motor carriers are entitled to injunctive protection of their operations upon it being shown by appropriate allegations and proof that they are entitled to enjoy the temporary privileges and benefits conferred ex proprio vigore by that Act, pending a factual decision by the I. C. C. on their interstate rights. (Secs. 206, Motor Carrier Act 1935; 49 U.S.C.A. Sec. 306.)

3. The purpose of Congress by the Federal Motor Carrier Act was to vest in the I. C. C. the ultimate authority to determine which motor carriers are entitled to operate under the terms of that Act, no such authority remaining in the state regulatory bodies.

L. & L. Freight Lines, Inc., vs. Douglass, 124 Fla. 819; 169 So. 501. Decided July 16, 1936.

Original mandamus proceedings to require the Florida Railroad Commission to grant a certificate of public convenience and necessity for an exclusive interstate motor vehicle operation to a carrier who had not received any authority from the Interstate Commerce Commission under the Federal Motor Carrier Act, 1935.

HELD: Alternative writ of mandamus denied:

1. State Railroad Commission need not grant certificate of public convenience and necessity to motor carrier for interstate operation, until Interstate Commerce Commission finally decides carrier's permanent status, notwithstanding carrier may continue already begun interstate operation until pending application to Interstate Commerce Commission for permanent certificate has been decided since such Federal right is only temporary. (Sec. 3, Ch. 14,764, Acts of 1931.)

L. & L. Freight Lines, Inc., vs. Railroad Commission of Florida, 17 F. Supp. 13. Decided Dec. 4, 1936.

Suit by an interstate common carrier truck line to enjoin Florida Railroad Commission and the Florida State Road Department from enforcing against plaintiff the weight regulations of motor trucks and

trailers prescribed by the Railroad Commission under the terms of Chapter 14,764, Laws of Florida, 1931. Plaintiff contends that by the Motor Carrier Act, 1935, Congress assumed the regulations of interstate motor carriers for hire, preempting the field to the exclusion of state regulations.

HELD: Injunction denied:

1. Federal Motor Carrier Act does not regulate interstate motor vehicle carriers as to weight so as to displace Florida state regulations, this being plainly shown by the failure to enumerate weights in Section 204 of the Act which states the extent of the authority given the Interstate Commerce Commission over motor vehicle carriers, and by Section 225 of the Act which authorizes the I. C. C. to investigate and report on the need for Federal regulation of the weight of motor vehicles. (Secs. 204 and 225, Motor Carrier Act 1935; 49 U.S.C.A. Secs. 304 and 325.)

2. Courts will not hold that regulatory police powers of the states to prescribe size and weights of vehicles using state highways in interstate commerce are superseded except on clear evidence of intent of Congress to occupy and pre-empt that field of regulation.

State of Florida ex rel. Morris Coats vs. Whitaker, 126 Fla. 543; 171 So. 521. Decided December 18, 1936.

Original habeas corpus proceeding by operator of a motor vehicle to secure release from arrest for transporting commercial fertilizer from factory to farmer-consumer without authority from Railroad Commission. It was agreed that this was a "casual and irregular" trip by one regularly engaged in hauling exempted products (agricultural products) and that trucks were operating under private license from the Motor Vehicle Department.

HELD: Petitioner remanded to custody:

1. Transporting of commercial fertilizer to the farmer is not exempt from provisions of Motor Transportation Act. (Sec. 30, Ch. 14,764, Acts of 1931.)

2. Vehicle used in hauling for compensation in order to be exempt under Section 30 of Chapter 14,764 must be devoted "exclusively" to such operation. (Id.)

3. "Casual and irregular" trips, under Section 30, are not exempt unless the person making them is not engaged in the business of for hire carriage as the petitioner was here, even though he is permitted to operate under private license by the motor vehicle license law. (Id.)

Leonard Bros. Transfer & Storage Company, et. al. vs. Carter, 127 Fla. 198; 172 So. 924. Decided February 26, 1937.

Original mandamus proceedings to require the Railroad Commission to deny and dismiss an application filed by the Railroad Express Agency for a "For Hire" carrier's permit. A temporary permit had been granted and the Commission had thereafter held a hearing, upon the protests of the relators, to determine the exact nature of the operation and whether or not the permit was the proper authority to grant. The mandamus proceedings were brought eighteen days after the hearing and before the Commission had announced its decision.

HELD:

1. The Railroad Commission has power to tentatively grant an application for a "for hire" permit, and thereafter conduct an inquiry to determine whether the same is proper and should be allowed to remain in force. (Sec. 5, Ch. 14,764, Acts of 1931.)
2. Mandamus cannot be used to coerce a particular decision by the Railroad Commission on a matter within its jurisdiction where Commission has the matter under advisement.

Central Truck Lines, Inc., vs. Douglas, 127 Fla. 392; 173 So. 162. Decided February 16, 1937.

Petition for Writ of Certiorari to review four orders of the Railroad Commission, the first of which granted and the balance extended the authority of the Seaboard Air Line Railway to operate a common carrier truck service between certain towns served by its rail lines. (See Central Truck Lines vs. Railroad Commission, 118 Fla. 526; 160 So. 22, upholding the first of these orders.) The petitioned in this case contends that all of the orders taken together, and in connection with an administrative interpretation thereof. (Traffic Circular No. 30) constitute the granting of a Certificate of Public Convenience and Necessity without requiring proof of the same as required by the Motor Transportation Act.

HELD: Certiorari denied:

1. The orders complained of are merely an extension of the same purely substituted rail service which was upheld in Central Truck Lines vs. Railroad Commission (cited above) (Sec. 27, Ch. 14,764, Acts of 1931.)
2. Traffic Circular permitting rail carriers to inaugurate pick-up and delivery service at stations, with alternative provision permitting carriers to make allowance when freight was taken from station platform by consignee or delivered at platform by consignor, **HELD** not unlawful authorization to railroad companies to conduct pick-up and de-

livery service, where same alternative was declared to be allowable to public highway carriers. (Acts 1931, Ch. 14,764, Sec. 30.) (Id. Secs. 3 and 27.)

Tamiami Trail Tours, Inc., vs. Railroad Commission, 128 Fla. 25; 174 So. 451. Decided March 11, 1937.

Tamiami Trail Tours seeks to review by certiorari an order of the Railroad Commission denying an application to operate a common carrier bus service between Tampa and Tallahassee, Florida.

HELD: Writ of Certiorari granted and order of Railroad Commission quashed:

1. Petitioner held to have met the burden resting upon it as a basis for having issued a certificate where Commission found that part of territory was suffering to some extent from lack of through transportation facilities and such service would be a great convenience to that part of public. (Sec. 3, Ch. 14,764, Acts of 1931.)

2. Certiorari will lie to review an order of the Railroad Commission denying an application for Certificate of Public Convenience and Necessity. (Id. Sec. 3.)

3. (On rehearing.) In Certiorari Supreme Court cannot direct respondent to enter any particular order or judgment but can only deny the writ or quash the order reviewed, and, where order is quashed, leaving the proceedings as they were before such order was entered. (Davis concurring: Decision of reviewing Court in certiorari becomes the "law of the case" which must be followed in any further proceedings before inferior tribunal, mandamus being the remedy to coerce such action.)

State ex rel Fohl vs. Karel, Sheriff, 180 Sou. 3. Decided Mar. 30, 1938.
Original Proceeding in Habeas Corpus.

The petitioner was arrested and charged with operating a motor vehicle in transporting goods for compensation without any authority from the Railroad Commission. On original habeas corpus proceedings in the Supreme Court, the facts were stipulated and it was agreed that at the time of his arrest Fohl was driving a truck which was **jointly owned and operated** by two merchants, neither of which had anything in common except their need for transporting their products and this arrangement whereby each contributed to the cost of operating the truck in proportion to his use of the truck. It was agreed that this was a bona fide joint ownership of the truck.

HELD: Prisoner discharged.

1. The operation does not come within the Motor Transportation Act because the two merchants are merely transporting their own goods in their own vehicle as an incident to their private business. (Sections 1 and 30 of Chapter 14,764, Acts of 1931.)

2. Joint owners and operators of a truck are tenants in common and as such each is entitled to possession and use so long as not to interfere with rights of co-owner, and therefore such operators do not come within the scope of the Act which is intended to regulate only those who haul for others. (Id. Secs. 1 and 30.)

State ex rel George Kelley vs. Ramsey, Sheriff. 132 Fla. 647 181; So. 885. Decided June 6, 1938.

This was an original proceeding in habeas corpus to test the jurisdiction of the Railroad Commission over the operation of taxi-cabs outside of cities and towns. The petitioner who was engaged in the general taxi business in Tallahassee had transported several persons from Tallahassee to Gainesville, and had no authority from the Commission.

HELD: Petitioner remanded to custody.

1. Taxi-cabs hauling persons for compensation outside of municipalities are within the purview of the Motor Transportation Act and are not within any of the exempting provisions in Section 30 of the Act, it being immaterial that taxi company is licensed to operate a taxi business in a particular city. (Secs. 1 and 30, Chapter 14,764, Acts of 1931.)

Malone vs. Carter. 132 Fla. 818; 182 So. 214. Decided June 15, 1938.

Injunction suit instituted in the Circuit Court for Dade County, Florida, by P. T. Malone doing business as P. T. Malone Horse Pullman Service, to enjoin the Florida Railroad Commission from regulating the business of transporting race-horses by truck for hire between the Tropical Park and Hialeah Race Tracks in Dade County, Florida.

HELD: Decree of Lower Court dismissing bill of complaint affirmed.

1. The transportation of race-horses between race tracks in Dade County, Florida, is subject to the jurisdiction of the Florida Railroad Commission, since the law specifically provides that such transportation shall not be exempt from the jurisdiction and control of the Railroad Commission. (Sec. 30 of Chap. 14,764, Acts of 1931, as amended by Chapters 18,028 and 18,029, Acts of 1937.)

Central Truck Lines, Inc., vs. Railroad Commission, 133 Fla., 190; 182 So. 783. Decided June 10, 1938.

Original proceeding in certiorari to review an order of the Railroad Commission granting the Seaboard Air Line Railway Company the right to operate motor trucks between Jacksonville and Live Oak, Florida, which authority was granted by the Railroad Commission as provided in Section 27, Chapter 14,764, Acts of 1931, as amended by Chapter 18,027, Acts of 1937. It was contended by the petitioner that Chapter 18,027 was unconstitutional.

HELD: Writ of Certiorari denied and petition dismissed:

1. The statute permitting railroads to conduct motor transportation over highways paralleling their rail lines as a matter of right, where ordinary truck lines are required to make a showing of public convenience and necessity before the Railroad Commission, is not discriminatory and does not deny equal protection of the law, the legislature having a wide discretion to limit, regulate or prohibit as it sees fit motor transportation over public highways. (Sec. 27 of Chapter 14,764, Acts of 1931, as amended by Chapter 18,027, Acts of 1937.)

State ex rel. Sanders vs. Ramsey, Sheriff. 137 Fla. 189 So. 39. Decided May 5, 1939.

Original proceeding in habeas corpus to determine whether the Railroad Commission had jurisdiction over the transportation for hire of agricultural products (in this case unshelled peanuts) from one dealer in such products to another.

HELD:

1. There is nothing in Section 30 of Chapter 14,764, as amended, exempting this kind of transportation, since it was not performed between points of production, primary manufacture and shipping.

2. The exemption in the last sentence of Section 30 does not apply because there is nothing to show that the occasion of petitioner's arrest was "casual or irregular trip" or that he was "not engaged in business for hire," hence the fact that he may have lawfully been operating under a private license tag does not exempt him from the provisions of Chapter 14,764.

Travis vs. Fry, 190 So. 793. Decided July 28, 1939.

Injunction suit to restrain the Railroad Commission from assuming jurisdiction over the operations of a truck owner who is employed by a power company to remove heavy power transformers from their

bases at company's substations and to transport them by truck to other supply stations or to repair shops. The contention of the truck owner was that his compensation was primarily for work other than hauling, and that he was not therefore engaged in the business of hauling within the terms of the Motor Transportation Act.

HELD:

1. Such transportation was "For Hire" through only a minor part of the compensation paid was for the actual hauling performed.

2. It is immaterial whether, under contract involving hauling and other work, compensation received for the actual hauling is more or less than that received for the other work.

St. Andrews Bay Transportation Company vs. Carter, 190 So. 788. Decided on August 1, 1939.

Original proceeding in certiorari before the Supreme Court of Florida to set aside orders of the Commission granting a certificate to a competitor and approving the transfer of such certificate. Attack was made on the Commission's proceeding wherein the holder of the new certificate granted did not comply with certain conditions precedent prior to the institution of service under the certificate but nevertheless was granted a certificate.

HELD:

1. The granting of extensions of time for compliance with conditions precedent laid down by the Commission to obtain a certificate of public convenience and necessity is within the discretion of the Commission and the matter of strict compliance with conditions named is for the Commission to determine.

State ex rel. Five Transportation vs. Lee, 132 Fla. 183, 181 So. 179. Decided January 5, 1938. Final Opinion on Rehearing July 29, 1939. 191 So. 10.

Original proceeding in mandamus to require the Comptroller to collect mileage tax from common and contract carriers on the basis of the mileage traveled by vehicles carrying a pay load only and without taking into consideration mileage of trucks carrying no load or no pay load. Relators contended that Chapter 18,026, Acts of 1937, which amended the mileage tax provisions of the motor transportation Act, changed the basis of computing such tax.

HELD:

1. Chapter 18,026, Acts of 1937, did not change the method of computing the mileage tax and merely amended the Motor Transportation Act to conform to previous decisions of the Supreme Court interpreting said Act.

2. Auto transportation Companies must pay the mileage tax for every mile traveled by their vehicle in the course of their business as carriers regardless of whether a full load, part load or no load is carried.

State ex rel. National Trucking Company vs. Lee, Comptroller. First Opinion January 22, 1938; 132 Fla. 533; 181 So. 182. Final Opinion on Rehearing July 25, 1939; 191 So. 17.

This is a companion case to State ex rel Five Transportation Company vs. Lee digested above. The same questions were raised plus the additional question of whether or not the certificate of the National Trucking Company had been so limited by the Railroad Commission that it could not lawfully transport a pay load on its return movements, and, therefore, could not be required to pay the mileage tax on such movements.

HELD:

1. A contract carrier in fixing the terms of his contract must necessarily take into consideration the probability of empty return movements and the expense of such empty trips must be included as a part of the basis upon which his compensation is determined.

2. Although the Railroad Commission is not authorized to fix the rates of contract carriers it may require such carriers to submit their contract rates to the Commission for approval and may take same into consideration in considering the effect upon other transportation facilities within the territory of the contract carrier.

Merryman vs. Southern Tours, 120 Fla. 440; 162 So. 897.

This is an injunction proceeding by a carrier certificated to conduct sightseeing trips against an unauthorized carrier engaged in the same business. Temporary injunction was granted under Section 25 of Chapter 14,764 and the defendant appealed.

HELD:

1. Reversed because temporary injunction granted without the bond which is necessary where private litigants seek relief under Section 25 of Chapter 14,764.

2. The Court seems to hold that the Railroad Commissioners seeking injunctive relief under Section 25 do not have to post indemnity bond where they bring suit as public officials.

3. Section 25 upheld as constitutional and a bill of complaint brought under such section is approved.

Tamiami Trail Tours, Inc., et al. vs. Lee, Comptroller. 142 Fla. 68; 194 So. 305. Decided February 27, 1940.

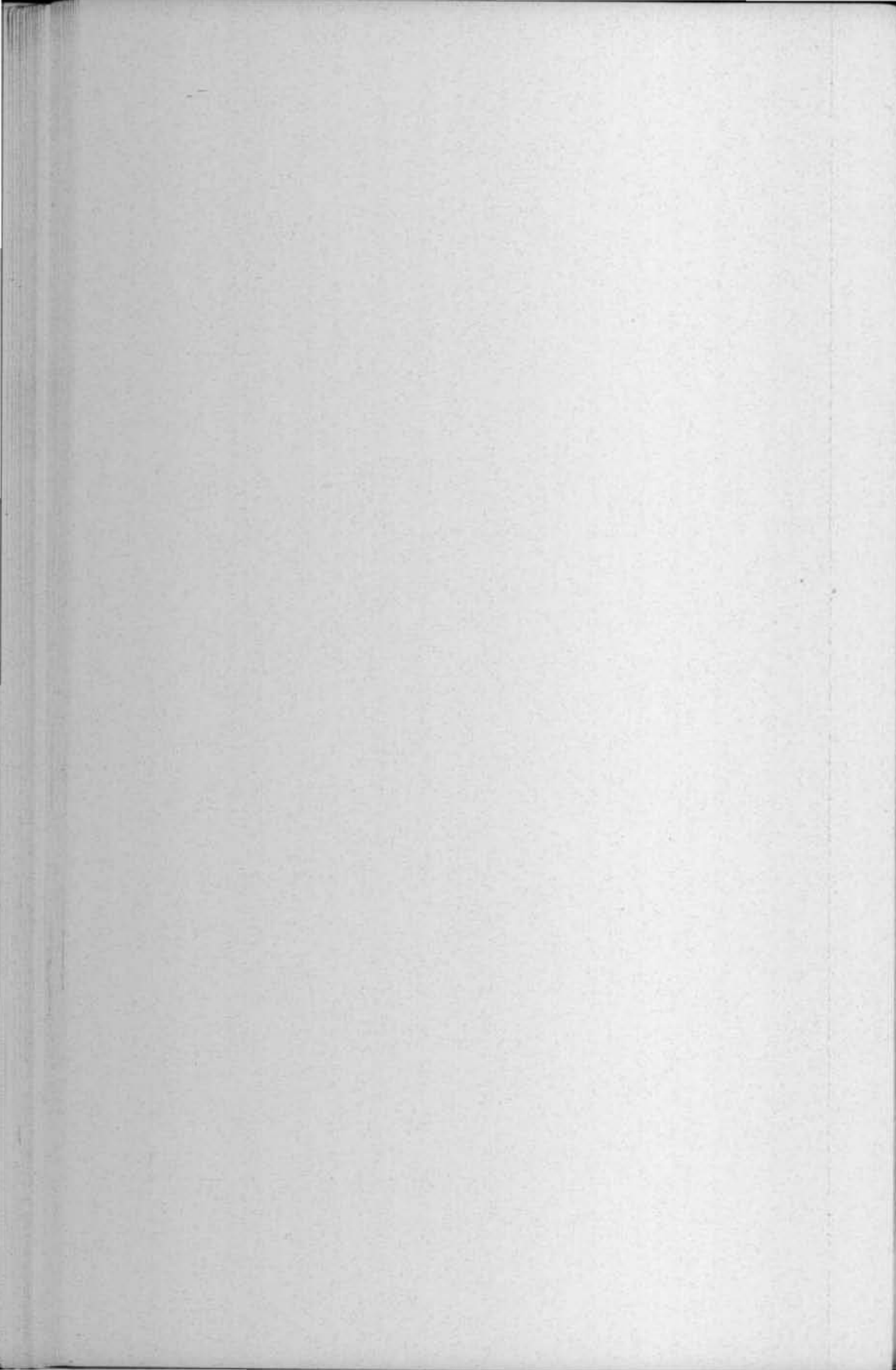
Suit against the State Comptroller to enjoin the collection of .07¢ per gallon tax on distillate or fuel oil used in diesel motored vehicles on the highways as provided in Chapter 19,446, Acts of 1939 on the ground that complainants were certificated carriers and therefore exempted from such tax by Section 16 of Chapter 14,764, Acts of 1941.

HELD:

1. Certificated carriers are not exempted from fuel oil tax because such tax was intended to be a substitute for gasoline tax.

2. Fuel oil tax law impliedly repeals that part of Section 16, Chapter 14,764, exempting certificated carriers from all other taxes, to the extent necessary to subject such carriers to fuel oil tax.

**Report of the
Telephone Engineer**



REPORT OF TELEPHONE ENGINEER

Since the last annual report was written many changes have taken place in the Telephone Industry—changes brought about by the necessities of the war effort. Certain restrictions have been placed on the use of material required in the normal expansion and maintenance of telephone properties. There has also been a heavy drain on the personnel of the operating employees brought about partly by drafting into the armed forces and partly due to employees leaving to engage in more lucrative employment obtaining in the plants manufacturing war material. Only a general idea can be conveyed as to the effect of the changes just referred to when considering the telephone conditions of this State. Before the war broke out the telephone service was principally for civilian purposes; today, serving the armed forces comes first, and obtaining material is based principally on military requirements. As a background for reporting on the activities of this Department it is felt that some explanation should be given as to various regulations which have been established by the War Production Board affecting the Communication Industries.

The following order of the War Production Board is quoted here in part:

"Part 1095—Communications (General Conservation Order L-50, as Amended September 7, 1942). To limit the use of scarce and critical materials by the wire telephone industry:

(b) General. All operators shall:

(1) Conserve scarce and critical material by the employment of all practical methods such as: the use of such types of equipment and facilities as will reduce the use of such materials to a practical minimum and meet necessary service requirements, the substitution of less scarce materials, when such substitution can be made without serious loss of efficiency, the reuse of existing telephone equipment and facilities.

(2) Discontinue the further installation of residence extensions, jacks and plugs therefor, and the employment of additional main lines or stations on party lines in substitution thereof.

(3) Discontinue the placing of open copper wire in exchange line plant.

(c) Restriction on replacements. All operators shall:

(1) Limit the replacement of all equipment and facilities to the essential requirements of maintenance, repair or protection of existing service, except where necessary to provide

(i) A permanent installation in lieu of one temporarily made to meet an exigency.

(ii) A substitution of facilities necessitated either by decreased service demands or by a regrading to service in accordance with paragraph (d) (i) (ii).

(d) Reservations and regrading. All operators shall:

(1) To the extent necessary to meet the known or fairly anticipated demands for service of the kind included in paragraphs (e)

(1) (i) and (e) (1) (ii):

(i) Make a reservation of facilities, either by agreement with interim subscribers or by such other methods as will assure their immediate recovery, for the service requirement of the kind included in paragraphs (e) (1) (i) and (e) (1) (ii).

(ii) Employ party line service and make available such additional facilities as may be necessary by regrading existing service whenever current installations of central office equipment and the requirements of affected business subscribers will permit.

(e) Limitations on additions. All operators shall:

(1) Limit additions of exchange central office equipment and exchange line plant to such as are essential to the maintenance or protection of existing service, except that, when no additional facilities may be recovered or made available by the methods described in paragraph (d) above, additions may be made to the extent necessary:

(i) To meet the known or fairly anticipated demands for service essential to persons engaged in direct defense or charged with responsibility for public health, welfare or security. . . .

(ii) To provide for the installation of public pay stations to meet essential public demands.

(iii) To provide minor cable or line rearrangements or extensions required in existing exchange line plant, in order to make available for use additional facilities not otherwise usable, except that in no single instance shall more than 100 pounds of copper or 50 pounds of steel wire be used therefor, nor shall any operator so divide a single job or project as to qualify it hereunder.

(f) Engineering and planning. All operators shall:

(1) Engineer all replacements and additions to exchange plant so as to limit the margins for expected growth of service requirements to a period not in excess of one-half the period for which provisions would be normally made."

This order was drawn up with the object of conserving critical materials so as to make them available for the war effort. It may be interesting to know that the Bell Telephone Company has, throughout the nation, cut its use of aluminum from 1000 to 70 tons annually; zinc from 7500 to 1000 tons; rubber from 1900 to 200 tons; tin from 980 to 130 tons. These are published figures.

The following is taken from a recent issue of the "Telephone Engineer" in the editorial article:

"At a recent committee meeting of telephone men in Washington, Mr. Leighton H. Peebles, Chief of the Communications

Branch of the War Production Board, told how vital it is that the telephone industry conserve critical materials, so as to make them available for the war effort. We have permission to quote a part of Mr. Peebles' statements on the occasion named. Mr. Peebles said:

'I should like to make a definite request that all of you spread the word throughout the industry to the greatest degree possible of the critical nature of our material supply. In a measure, I think I have made clear to all of you here how critical our supply is.'

Because of the shortage of materials, and the restrictions placed on the making of replacements the telephone management is faced with a very serious situation. Maintenance and repairs take on a significance never before realized. It is a case of "cutting the cloth to the measure"; waste must be eliminated and salvaging that which is not of immediate use must become the order of the day.

Maintenance is of two kinds: preventive and deferred. An automobile which has had proper preventive maintenance treatment will out-last one that has been neglected. Most car drivers are familiar with cases where neglect to correct a seemingly insignificant defect in the car mechanism resulted in a breakdown at a time when the conditions were such that there were delays in obtaining the required parts.

A telephone plant is very much like the automobile in this respect. But there is this difference in comparing the maintenance of a telephone property to that of an automobile. A telephone property has a higher degree of exposure to destructive forces, weather conditions being the foremost in the list of these.

The periods of inspection of outside plant should be more frequent than before the shortage of material.

Approximately sixty per cent of the investment in a telephone property is in the distribution system, that is, in cable, overhead and underground, blockwiring, open line wire and service or drop wires, which connect the line wires with the subscribers' premises. These service wires consist of a pair of rubber covered wires, either twisted together or encased in a sheath of rubber. The rubber of each kind is protected with a braided covering which is impregnated with an insulating compound. The service wire entering the subscriber's premises is one of the most prolific sources of trouble. Mechanical injury to the insulation covering, caused by the abrasive action of the wires swinging in trees, and the exposure of the insulating material to the sun's rays tends to crack the insulation which is often the cause of rapid deterioration due to rain penetrating these cracks. Hence the necessity of thorough inspection of these wires.

Close inspection, then, of this part of the distribution system is of great importance as rubber is one of the major items of the material which should be conserved.

For many years the Telephone Department of this Commission has been following a method of inspection of telephone properties. This method of inspection has been developed through the experience acquired when making investigation of complaints of poor telephone service filed with the Commission. To facilitate these investigations the Commissioners have furnished this department with the most modern testing apparatus, thus enabling the Engineers to make such tests of the lines and equipment which reveal the cause of defects originating the complaints. Out of the experience acquired in this manner has come the conclusion that preventative maintenance is more economical than waiting for someone to complain of poor service as the result of deferred maintenance. Based on these conclusions a routine inspection method has been designed. These routine inspections cover all parts of the Telephone Plant. In addition to the routine inspections, service tests to determine the quality of the service rendered are made at the time of the general inspection of the property. The results of these inspections are entered on a form and comparisons are made with previous inspections revealing whether or not improvements have been effected between visits to the exchange. It sometimes happens that callback visits are necessary to clear up cases of trouble which the telephone company employees are unable to handle, particularly the smaller companies who cannot afford to own the costly testing apparatus necessary to make certain tests.

The following is a list of towns where eighty-six (86) routine inspections and service tests were made. These inspections cover a complete survey of the exchange system in each of these towns:

Gainesville	Sebring	Umatilla
Ocala	Haines City	Williston
Leesburg	Arcadia	Callahan
Tampa	Avon Park	Wauchula
St. Petersburg	Punta Gorda	Frostproof
Plant City	McIntosh	Greenville
Orlando	Bartow	Monticello
Kissimmee	Mulberry	Madison
St. Cloud	Dade City	Lakeland
Fort Myers	Bushnell	Winter Haven
Tallahassee	Plant City	Blountstown
Fort Walton	Milton	Apalachicola
Panama City	Jay	Port St. Joe
Live Oak	Groveland	Chattahoochee
Jacksonville	Clermont	DeFuniak Springs
Orange Park	Winter Garden	Cross City

Mayport	Eustis	Green Cove Springs
Fernandina	Mount Dora	Pensacola
Callahan	Tavares	Winter Park
Perry	Crescent City	Miami
Quincy	Palatka	Clearwater
Marianna	Hastings	Lake Wales
Cottdendale	St. Augustine	Sarasota
Sneads	Daytona	Sanford
Crestview	DeLand	Titusville
Valpariso	Inverness	West Palm Beach
Starke	Crystal River	New Smyrna
Lake Butler	Dunnellon	Auburndale
Fort Myers Beach	Brooksville	

The following is a list of forty-nine (49) towns, where, in addition to the routine inspections and service tests, additional work was done to determine facilities available for use. From two to three days were required:

Apalachicola	Dunnellon	McIntosh
Avon Park	Eustis	Mt. Dora
Alachua	Fort Walton	Orange City
Apopka	Greenville	Plant City
Blountstown	Haines City	Port St. Joe
Bushnell	Hastings	Quincy
Bartow	Jay	St. Augustine
Brooksville	Inverness	Sebring
Callahan	Kissimmee	St. Cloud
Cottdendale	Lake Butler	Sneads
Crestview	Mulberry	Starke
Chattahoochee	McClenny	Tavares
Crystal River	Madison	Umatilla
Crescent City	Marianna	Valpariso
DeLand	Milton	Winter Garden
DeFuniak Springs	Monticello	Winter Park
Dade City		

Call back inspection trips were made in twenty-nine (29) of the above exchanges. In one of the above towns it was found necessary to spend eight days in order to clear up complaints of poor telephone service. In this case the complaint was filed with the Commission by the Mayor and Councilmen.

In addition to the foregoing, service tests and plant inspections were made in fifteen (15) Army Camps and Air Bases.

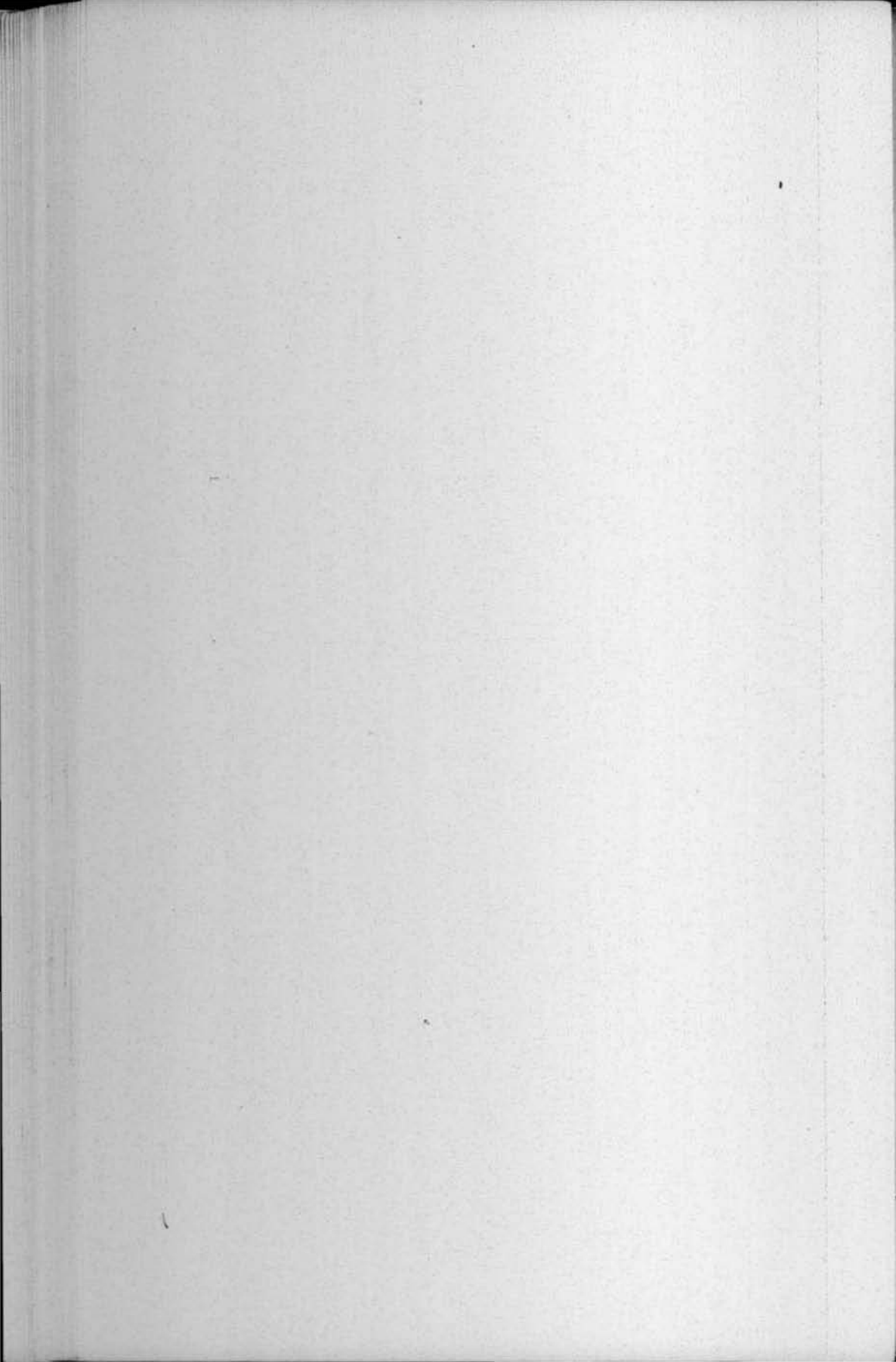
The following is a classified statement of informal complaints made to the Commissioners which were disposed of to the satisfaction of the complainants:

Nature of Complaint	Number of Cases
Rates	9
Poor service	15
Overcharges	4
Delayed installations	8
Unsafe plant conditions	1
Asking for revision of Base Rate Area.....	4
Total	41

A set of Rules, Regulations and Specifications governing the construction and maintenance of telephone, telegraph and other communication lines crossing over or under the tracks of Railroads in the State of Florida prepared by this Department was approved by the Commissioners and accordingly Order No. 1367, Docket No. 1482, was issued.

Greater detail has been given in this report than in former reports made by this Department due to the fact that there now exists abnormal conditions. These conditions have been brought about, first on account of the war activities in the State. Many Army Camps and Air Bases have been established which are placing on telephone companies heavy demands for telephone service. Second, on account of the conservation of material and in the construction and maintenance of telephone properties. Mr. Peebles, Chief of the Communications Branch of the War Production Board, has stressed the importance of this conservation of material and it has been pointed out that preventative maintenance rather than deferred maintenance will effect this end.

General Orders



ORDER NO. 1350,

DOCKET NO. 1456.

IN RE: APPLICATION OF ST. JOSEPH TELEPHONE & TELEGRAPH COMPANY FOR AN ORDER REQUIRING PHYSICAL CONNECTION OF ITS TELEPHONE LINES AT OR NEAR TALLAHASSEE WITH THE TELEPHONE LINES OF THE SOUTHEASTERN TELEPHONE COMPANY.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. On September 13, 1941, St. Joseph Telephone & Telegraph Company filed its petition with this Commission praying for an order requiring the construction and maintenance of suitable connections between the telephone lines of the Southeastern Telephone Company and the telephone lines of the petitioner at a common point at the intersection of the old Tallahassee and Woodville dirt road on the southern limits of the City of Tallahassee, Florida, under such terms and conditions as may be prescribed in said order. Copy of this petition was served upon the Southeastern Telephone Company and on October 6, 1941 it filed its answer to the petition of St. Joseph Telephone & Telegraph Company, and among other things admitted that certain localities now served by it and sought by the St. Joseph Telephone & Telegraph Company are not reached by means of either company alone and that the connections or facilities for the transfer of messages at some common point can be reasonably made but denied that a necessity exists for a physical connection of said telephone lines at or near Tallahassee. In its answer it further alleged that it had offered to connect with the telephone lines of petitioner at Sopchoppy, Florida, for through toll connections and at Wakulla Lodge for the service of the hotel. It further alleged that a connection with its lines and the lines of the petitioner at the City limits of Tallahassee would provide for a duplication of service by the lines of each company for the communities of Wakulla Springs, Crawfordville, Medart and Sopchoppy, and if such connection should be ordered it would amount to the taking of property of Southeastern Telephone Company without just compensation, and would also amount to the taking of such property and franchise without due process of law and without the equal protection of the law.

On October 16, 1941 St. Joseph Telephone & Telegraph Company filed its motion for the entry of an order requiring the construction and maintenance of suitable connections between the lines of the Southeastern Telephone Company and the lines of the movent at a common point at the intersection of the old Tallahassee and Woodville dirt road on the southern limits of the City of Tallahassee as set out in its said petition, alleging in said motion that the answer of the Southeastern Telephone Company admits a responsibility imposed upon it under the law to provide a connection between its lines and that of the petitioner,

and that the only controversial matter is the location of the physical connection of the telephone lines of the petitioner and the telephone lines of the Southeastern Telephone Company.

2. The Commission considered the pleadings in this cause and on October 22, 1941 denied the motion of petitioner, St. Joseph Telephone & Telegraph Company, and set the matter down for hearing before it at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on Tuesday, November 4, 1941 at 10 o'clock A. M.

3. Pursuant to this Order No. 1347 this matter came on for formal hearing before the Commission on Tuesday, November 4, 1941, and then and there appeared the following:

H. H. Wells, W. G. Starry and E. Clay Lewis appeared for petitioner.

W. J. Oven, James Messer, Jr., Leroy Collins, appeared for Southeastern Telephone Company.

At this hearing much testimony was produced by both parties and several exhibits were offered and received in evidence and, in addition, a stipulation was filed setting out the facts in the case. The pleadings in the case were also made a part of the record.

4. The Southeastern Telephone Company and its predecessor, Southern Telephone & Construction Company, has for the past thirty years been operating and maintaining telephone lines and exchanges rendering telephone service in the City of Tallahassee, Florida, and operating a telephone line extending south from the city of Tallahassee over and along State Road No. 10 to the town of Sopchoppy, and is rendering telephone service to the localities of Woodville, Wakulla Station, Crawfordville, Medart and Sopchoppy with direct lines to St. Marks, New Port and Panacea Springs. In addition, its lines run out from Tallahassee to Havana where said lines have a junction pole connection with the Quincy Telephone Company; and its lines also run to Miccosukee where it has a junction pole connection with lines of the Southern Bell Telephone & Telegraph Company to Thomasville; and also has lines running to Monticello where it has a junction pole connection with the Southern Bell Company to Lake City, Jacksonville and Tampa.

5. St. Joseph Telephone & Telegraph Company is now maintaining and operating telephone lines and rendering telephone service in Bay, Gulf, Franklin, Gadsden, Leon and Wakulla Counties, Florida, and has recently extended its lines and facilities from Apalachicola in Franklin County, Florida, through Carrabelle, Sopchoppy and Crawfordville to the intersection of State Roads 10 and 175; thence north along road 175 to Wakulla Springs; thence along Road 175 north to intersection of Road 175 with Road 110; and thence to the intersection of Road 110 with Road 10; and thence north along the right-of-way

of the Tallahassee-Woodville dirt road to the intersection of the same with the City limits of Tallahassee, which point is on the southern city limits of the city of Tallahassee in Leon County, Florida. This last extension was begun on or about the month of May, 1941. Before said construction was completed Southeastern Telephone Company offered to connect with St. Joseph Telephone & Telegraph Company at Sopchoppy, Florida, for through toll connections and at Wakulla Lodge for the service of the hotel. This proposal was rejected by St. Joseph Telephone & Telegraph Company and it proceeded with its construction of its extension.

Several conferences have been held between the officials and representatives of both the Southeastern Telephone Company and St. Joseph Telephone Company with reference to a connection between the telephone lines of the two companies but a satisfactory adjustment of this matter has not been reached.

6. The telephone lines of petitioner, St. Joseph Telephone & Telegraph Company, as recently constructed, and the lines of the Southeastern Telephone Company as now maintained, do not form a continuous line of communication as between Tallahassee and Wakulla Lodge and Carrabelle but the same could be made to do so by the maintenance of suitable connections for the transfer of messages or conversations at common points. Certain localities now served by Southeastern Telephone Company and Wakulla Lodge, Carrabelle, Apalachicola and points west, which are sought to be served by St. Joseph Telephone & Telegraph Company, are not reached by the lines of either company alone, but connections or facilities for the transfer of messages or conversations at some common point can be reasonably made and efficient service obtained for said respective localities.

7. The applicable statute under which this proceeding is brought is Section 6373, as follows:

"6373. (4409) CONNECTION OF LINES, AND TRANSFERS.

—Whenever the Commissioner (s) shall find that any two or more telephone companies whose lines form a continuous line of communication, or could be made to do so by the construction and maintenance of suitable connections for the transfer of messages or conversations at common points between different localities which are not reached by the line of either company alone, and that such connections or facilities for the transfer of messages or conversations at common points can reasonably be made, and efficient service obtained and that a necessity exists therefor, or shall find that any two or more telegraph or telephone companies have failed to establish joint rates or charges for service by or over their said lines and that joint

rates or charges ought to be established, the Commissioners may, by their order, require such connection to be made, and that messages be transferred and prescribe through lines and joint rates and charges to be made, and to be used, observed and in force in the future, and fix the same by order to be served upon the company or companies affected. Provided, however, that the Commissioners shall not be authorized to require physical connection or telephone lines owned by different telephone companies where such connection would give interchange of local telephone service between such different telephone companies in the same municipality; and, provided further, that the Commissioners shall not be authorized to require physical connection between the toll lines owned by different telephone companies when or where all the points reached by the lines sought to be connected are already connected by a through toll line of a telephone company giving adequate service."

8. At the hearing the evidence was conflicting—petitioner contending that the connection of the two telephone lines at the City limits of Tallahassee could reasonably be made and through this connection efficient service obtained. It further contended that a connection made at Sopchoppy would not form a continuous line of communication between Wakulla Lodge and Tallahassee and, therefore, would not form a continuous line of communication for the transfer of messages or conversations at common points between these different localities which are not reached by the line of either company alone. It was further contended that the lines of the Southeastern Telephone Company are not in such condition as to enable it to render reasonable and efficient service should a connection be made at Sopchoppy. On the other hand, the protestant claims that a connection made at any other point than at Sopchoppy would result in parallel telephone lines and service from Sopchoppy, Medart and Crawfordville to the City of Tallahassee.

9. At the conclusion of the case the protestant made the following proffer:

"If the Commission by its order in this proceeding shall require the two companies to make a physical connection at the junction pole at the point near Sopchoppy where the lines of the two companies first meet, the Southeastern Telephone Company agrees to purchase for cash from the St. Joseph Company at invoice cost or present market value (whichever is higher) all materials and equipment, including poles, wire, etc., of the St. Joseph Company which are now located between such point near Sopchoppy and the intersection of State Road No. 10 and Road No. 175. The Southeastern Telephone Company also agrees to salvage such equipment and material at its own expense. With such Sopchoppy connection being made, the Southeastern

Telephone Company further agrees to permit a junction pole connection between the lines of the two companies at the intersection of State Road No. 10 and Road 175 for establishing direct telephone service between Wakulla Lodge and the City of Tallahassee. The Southeastern Telephone Company further agrees to permit a junction pole connection with the St. Joseph lines at 'four points', being the junction of Roads 10 and 110 for an additional route for service to Wakulla Lodge, also serving Harrison et al., over the joint facilities of the two companies along roads 110 and 175 to the intersection of roads 10 and 175. If the St. Joseph Company should prefer that Wakulla Lodge be served by the junction pole connection at the intersection of State Roads Nos. 10 and 175 alone, and not by the additional route along No. 175 and 110, or if the Commission shall so order, thereby making the facilities of the St. Joseph Company along Roads 175 and 110 from Wakulla Lodge to Tallahassee of no operating value to the St. Joseph Company, then the Southeastern Company will purchase such facilities on the same basis proposed in respect to the facilities between the point near Sopchoppy and the intersection of State Roads 10 and 175, remove the same or so much thereof, as shall be of no operative value, and run its lines in to serve Harrison et al. The Southeastern Telephone Company consents that the order of this Commission requiring the Sopchoppy connection shall include the above offers.

"This proffer is made notwithstanding the fact that the St. Joseph Company has established these facilities with full knowledge that the connection sought by this proceeding would be opposed by the Southeastern Company and notwithstanding the fact that it assumed the risk of a loss in the same when it made the installations.

"That part of the lines on State Roads No. 110 and 175 which the Southeastern Telephone Company could use as is, the Southeastern Telephone Company would agree to pay the material and labor cost of same."

10. The Commission has carefully considered the record and testimony and the proffer of the protestant and makes the following findings:

- (a) That no necessity exists for a connection between the respective telephone lines of the Southeastern Telephone Company and the St. Joseph Telephone & Telegraph Company at the southern boundary or corporate limits of the City of Tallahassee for the transfer of messages or conversations.
- (b) That both the petitioner and the protestant are rendering telephone service to respective customers at Sopchoppy and

Crawfordville and that to require the connection as sought by the petitioner would result in a physical connection between different localities which are reached by the lines of the protestant, Southeastern Telephone Company, alone.

- (c) That the communities of Sopchoppy, Medart, Crawfordville and Tallahassee are now being served by the lines of the Southeastern Telephone Company alone; that while the communities of Carrabelle, Apalachicola and other points west served by the lines of the St. Joseph Telephone & Telegraph Company, jointly with the communities first mentioned in this paragraph, are not served by the lines of either company alone, a suitable connection for direct service between all of such communities could reasonably be made and efficient service obtained at the common point near Sopchoppy where the lines of the two companies first meet, thus eliminating unnecessary paralleling of lines and unwarranted duplication of service.
- (d) That in the same manner a suitable connection between the lines of the two companies for service as between Wakulla Springs and points east and west can reasonably be made and efficient service obtained at the intersection of State Roads 10 and 175.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of St. Joseph Telephone & Telegraph Company as made to this Commission and as set forth in its petition, be and the same is hereby **DENIED** upon the conditions, however, that:

- (1) Within sixty (60) days from the date hereof the Southeastern Telephone Company shall at its own expense establish and maintain to the point near Sopchoppy where the lines of the two companies first meet suitable and adequate circuits and facilities to accommodate all toll messages coming to such point over the lines of the two companies, and permit a junction pole connection between the lines of the two companies at such point.
- (2) That within sixty (60) days from the date hereof the Southeastern Telephone Company at its own expense shall have established and maintained at the intersection of State Roads 10 and 175 suitable and adequate circuits to accommodate all toll messages to and from Wakulla Springs and permit a junction pole connection between the lines of the two companies at such point.
- (3) That upon the establishment of such facilities both companies are required to make suitable connections, and the

cost of such connections and the maintenance thereof shall be borne equally by such companies.

- (4) That upon written request of the petitioner, filed with the Commission, the protestant shall within thirty (30) days from the filing of such request permit a junction pole connection with the lines of the petitioner and the protestant at "Four Points", being the junction of Road 10 and 110 for an additional route of service to Wakulla Lodge, making provision on said additional route for service to Harrison and others over the joint facilities of the two companies along Roads 110 and 175 to the intersection of Roads 10 and 175; the cost of establishing and maintaining such junction pole connection shall be equally borne by the two companies.
- (5) That upon written request made by the petitioner to the protestant and a copy filed with the Commission, the protestant shall purchase from the petitioner at invoice cost or present market value, at the option of the petitioner, all materials and equipment, including poles, wires, insulators and cross-arms, but excluding any labor used in installing same, which are now in place and which will be made useless from an operative standpoint by this order.
- (6) That in the event the petitioner should desire to abandon by virtue of this order that portion of its line which extends from "Four Points" on Road 110 into the neighborhood commonly referred to as Harrison and others, that the protestant, upon written request of the petitioner, shall purchase that portion of the line at the invoice cost or present market value of materials, at the option of the petitioner, and the costs incurred by the petitioner in installing same, and will serve the said community known as Harrison and others; and
- (7) In the event the petitioner should desire to abandon its line between Wakulla Springs and Tallahassee and does not desire to sell the same to the protestant, the protestant, Southeastern Telephone Company, shall extend its telephone line from the junction of Roads 10 and 110 along Road 110 to the neighborhood known as Harrison and others and supply said neighborhood with telephone service.

It is further ORDERED that after this connection shall have been made, and the toll circuit established, both Southeastern Telephone Company and St. Joseph Telephone & Telegraph Company be and each are required to furnish suitable connections and service to all intermediate points on the lines of each.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 20th day of January, 1942.

ORDER NO. 1351,

DOCKET NO. 1456.

IN RE: APPLICATION OF ST. JOSEPH TELEPHONE & TELEGRAPH COMPANY FOR AN ORDER REQUIRING PHYSICAL CONNECTION OF ITS TELEPHONE LINES AT OR NEAR TALLAHASSEE WITH THE TELEPHONE LINES OF THE SOUTHEASTERN TELEPHONE COMPANY.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

ORDER GRANTING RE-HEARING AND RE-CONSIDERATION FOR PURPOSE OF ORAL ARGUMENT

This cause coming on this day to be heard upon the petition of St. Joseph Telephone & Telegraph Company, filed herein on February 19th, 1942, for a re-hearing and an oral argument; and the Commission being advised in the premises:

It is, thereupon, ORDERED BY THE COMMISSION that this cause be reopened for further consideration of Order No. 1350, heretofore entered in the above styled cause on the 20th day of January, 1942, and for the hearing of oral arguments of counsel for the respective parties herein; and it is further ORDERED that said oral arguments be heard at Tallahassee, Florida, in the COMMISSION HEARING ROOM at 10 o'clock A. M. MONDAY, MARCH 9th, 1942.

DONE AND ORDERED, this 26th day of February, A. D. 1942.

ORDER NO. 1352,

DOCKET NO. 1457.

E. E. MCKENNA, PETITIONER, VS. BAYSHORE WATER & LIGHT COMPANY, RESPONDENT.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 789 dated October 23, 1941, this cause came on for hearing before the Railroad Commission at Jacksonville, Florida, on November 10, 1941, at which hearing Dillon Hartridge of Jacksonville, Florida appeared for petitioner, E. E. McKenna; Smith and Axtell of Jacksonville, Florida, for Bayshore Water & Light Company.

respondent, and upon agreement of the respective parties said cause was continued until November 24, 1941, to a hearing to be held at the Seminole Hotel at Jacksonville, Florida.

2. At 10:00 A. M. on November 24, 1941 this matter came on for further hearing before the Commission. Dillon Hartridge appeared for petitioner and W. Gregory Smith for respondent.

3. Thereupon the respondent parties offered their testimony and proofs. After due consideration thereof, and the Commission being advised in the premises, it is found by the Commission that the respondent, Bayshore Water & Light Company, is a corporation; that under the laws of the State of Florida it has been and is now a "telephone company" operating and conducting a telephone line used in the conduct of the business of affording telephonic communication for hire within the northeast portion of Duval County, Florida, along the toll road commonly known as Heckscher Drive; that one E. E. McKenna has petitioned said Bayshore Water & Light Company to install telephone service at his place of business located on the present line of said telephone company, which request has been refused to date by said Bayshore Water & Light Company.

4. The Commission further finds that the installation of such telephone service at the place of business of the said E. E. McKenna would not constitute an unjust burden to said telephone company.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the said Bayshore Water & Light Company, the same being a "telephone company", immediately install telephone service for the petitioner, E. E. McKenna, at his store and place of business known as Sisters Creek Camp.

It is further **ORDERED** that said Bayshore Water & Light Company submit to this Commission for consideration and approval its schedule of tariff rates, rules and regulations used by it in the conduct of said telephone business.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 20th day of January, 1942.

ORDER NO. 1353,

DOCKET NO. 1456.

IN RE: APPLICATION OF ST. JOSEPH TELEPHONE & TELEGRAPH COMPANY FOR AN ORDER REQUIRING PHYSICAL CONNECTION OF ITS TELEPHONE LINES AT OR NEAR TALLAHASSEE WITH THE TELEPHONE LINES OF THE SOUTHEASTERN TELEPHONE COMPANY.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

Pursuant to Order No. 1351, dated February 26, 1942, oral argument was had on Monday, March 9, 1942, at 10:00 A. M. before the Railroad Commission upon petition of St. Joseph Telephone & Telegraph Company to set aside Order No. 1350, dated January 20, 1942, and to grant a rehearing of said matter. The following appeared and participated in said argument:

H. H. Wells, W. G. Starry, E. Clay Lewis and Henry P. Adair of the firm of Adair, Kent, Ashby & McNatt, appeared for applicant, St. Joseph Telephone & Telegraph Company.

Leroy Collins, J. W. Messer, Jr., and W. J. Oven appeared for the protestant, Southeastern Telephone Company.

The Railroad Commission having considered the petition of St. Joseph Telephone & Telegraph Company to set aside Order No. 1350, and to grant a rehearing herein, and having heard oral argument thereon, and being fully advised in the premises, it is thereupon **CONSIDERED, ORDERED AND ADJUDGED** that the petition of St. Joseph Telephone & Telegraph Company to set aside Order No. 1350 entered herein on the 20th day of January, 1942, and to grant a rehearing herein, be, and the same is, hereby **DENIED**.

It is further **ORDERED** as follows:

- (1) That the findings set forth in Order No. 1350 herein dated January 20, 1942, be, and the same are, hereby adhered to.
- (2) That said Order No. 1350, dated January 20, 1942, be and the same is hereby in all respects affirmed as fully as if set forth herein in full.
- (3) That the periods of time allowed the respective parties for the compliance with the provisions of said order shall commence to run on this date.
- (4) That in the event the petitioner shall fail or refuse to provide in conjunction with the protestant a junction pole connection at "Four Points", and make provision for telephone service to the community of "Harrison, et al" over the joint

lines of the two companies, as provided in Section (4) of said order, within thirty days from this date, and further in the event the petitioner shall likewise fail or refuse to enter into a sale agreement with the protestant as provided in Section (5) of said order within thirty days from this date, then that portion of the line of the petitioner extending from "Four Points" into the said community of "Harrison, et al" shall be considered abandoned for public telephone purposes, and the continued location of the wires, poles and other equipment of the petitioner along said route shall not be construed to prevent the extension by the protestant of its lines into, and for service to, said community.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 21st day of May, 1942.

ORDER NO. 1354,

DOCKET NO. 1466.

IN THE MATTER OF THE APPLICATION OF RAIL CARRIERS FOR AUTHORITY TO CANCEL INTRASTATE RATES AND CHARGES ON CANNED GOODS, CARLOAD AND LESS-THAN-CARLOAD, PUBLISHED UNDER OUR ORDER NO. 824, FILE 4293, DATED JUNE 4, 1925, J. G. KERR'S FLORIDA INTRASTATE APPLICATION NO. 263, DATED APRIL 8, 1942.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. By Order No. 824, File 4293, dated June 4, 1925, this Commission, after hearing, prescribed scales of rates on canned goods for general application within the State of Florida. These rates are now higher (greater) than the currently published class rates and applicant seek to cancel the prescribed scales under the obsolete theory.

2. Recently, the Florida Railroads, in an effort to meet highway competition, established for the less-than-carload transportation of canned goods between points within the State of Florida rating of 35 percent of the first class rate, without Florida arbitraries (Item 256 of S.F.T.B. Tariff 711-B, Alternate Agent C. A. Spaninger's ICC No. 519). The existing class rates are in every instance lower than the less-than-carload scale of rates prescribed by Order No. 824; therefore, the less-than-carload rates reflecting the prescribed scale have served their purpose and should be cancelled under the obsolete theory.

3. At the suggestion of this Commission, the carriers also gave consideration to the cancellation of the scale rates on canned goods in carloads. Investigation developed that there is little or no movement

of canned goods under the scale of rates prescribed in Order No. 824, and the same was found to be true with regard to specific point to point carload commodity rates based on or reflecting the scale rates.

4. Consideration was given to amending Item 256-series of S.F.T.B. Tariff 711-B, Alternate Agent C. A. Spaninger's I.C.C. No. 519, publishing Class 35 rating on canned goods, in less-than-carload quantities to apply "Any Quantity", in order to take care of carload shipments. Investigation develops that Item 1470½ of Note B of Exceptions No. 21 to Southern Classification, Agent E. H. Dulaney's I.C.C. No. 86, publishes rating of Class 35-R, carload, on canned goods, not applicable in connection with Florida intrastate traffic. This Class 35-R rating is lower than the Class 35 rating presently published in connection with the less-than-carload shipments of canned goods in Item 256 of S.F.T.B. Tariff 711-B, Alternate Agent C. A. Spaninger's I.C.C. No. 519, and in view of the fact that both the Southern Classification and Florida Intrastate Exceptions provide that the charge for a car fully loaded must not exceed the charge for the same freight if taken as a less-than-carload shipment, carriers have concluded, and desire authority to amend Item 18470½ of Note B of Exceptions 21 to Southern Classification to apply on Florida intrastate traffic.

5. A copy of J. G. Kerr's Application No. 263 was submitted to the traffic departments of the cities of Jacksonville, Miami and Tampa, Florida, also to the Florida Cannery Association and the Growers and Shippers League of Florida, all of whom voiced approval of the application and changes sought therein without the necessity of a formal hearing on the matter.

It is therefore ORDERED that (A) Order No. 824, of June 4, 1925, prescribing scale rates on canned goods, in carloads and in less-than-carloads, for general application within the State of Florida, be, and it is hereby, vacated and set aside, (B) and carriers are AUTHORIZED to cancel all specific commodity carload rates on canned goods reflecting or based on the said scale, allowing class or combination rates to apply in the future, and (C) FURTHER AUTHORIZED to amend Item 18470½, Page 70 of Exceptions No. 21 to Southern Classification, Agent E. H. Dulaney's I.C.C. No. 86, publishing Class 35-R (CL) rating on canned goods, to apply on Florida intrastate traffic.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 21st day of May, 1942.

ORDER NO. 1355,

DOCKET NO. 1457.

E. E. MCKENNA, PETITIONER, VS. BAYSHORE WATER & LIGHT COMPANY, RESPONDENT.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. By Order No. 1352, dated January 20, 1942, Bayshore Water & Light Company was found to be a telephone company operating and conducting a telephone line used in the conduct of the business of affording telephonic communication for hire within the Northeast portion of Duval County, Florida, along the toll road commonly known as Heckscher Drive. It was ordered to furnish telephone service to the petitioner, E. E. McKenna, and was further ordered to submit to this Commission for consideration and approval its schedule of tariff rates, rules and regulations used by it in the conduct of said telephone business.

2. On April 6, 1942, Bayshore Water & Light Company filed its petition for rehearing in this proceeding, and among other things it asked this Commission to stay the effective date of said Order No. 1352 until such time as it could negotiate a connecting company traffic agreement with Southern Bell Telephone & Telegraph Company.

3. It now appears that the Bayshore Water & Light Company has entered into a traffic agreement with Southern Bell Telephone & Telegraph Company, and has agreed to file a copy of said contract and agreement with this Commission. It also has filed a motion to withdraw its petition for rehearing. This motion is granted.

4. Bayshore Water & Light Company has also filed "Regulations and Schedules of Charges applying to both Interstate Message Toll Telephone Service and Intrastate Message Toll Telephone Service" for the approval of this Commission, and has asked that these regulations and schedules be approved effective at 7:00 A. M. on July 25, 1942, the date this line will be cut in on the Long Distance Switchboard of the Southern Bell Telephone & Telegraph Company.

Wherefore, it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that Original Pages 1, 2, 3, 4, 5, 6, 7 and 8 of Regulations and Schedules of Charges applying to both Interstate Message Toll Telephone Service and Intrastate Message Toll Telephone Service of Bayshore Water & Light Company, copies of which original pages are hereto attached and made a part of this order, be and the same are hereby **APPROVED**.

It is further **ORDERED** that this order shall be and become effective at 7:00 o'clock A. M. on July 25, 1942.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 20th day of July, 1942.

ORDER NO. 1356,

DOCKETS NOS. 1220 and 1418.

IN RE: APPLICATION OF THE FLORIDA RAIL CARRIERS FOR AUTHORITY TO CANCEL ALL EXISTING COMMODITY RATES AND CLASSIFICATION EXCEPTIONS ON LUMBER AND ARTICLES TAKING THE SAME RATES WITH CERTAIN EXCEPTIONS.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

I

Pursuant to Notice No. 782, dated January 7, 1941, and supplementary notices, this matter came on for formal hearing before the Railroad Commission of the State of Florida at Jacksonville, Florida, on March 3-5; Miami, Florida, March 31; Tampa, Florida, April 3-4, and Tallahassee, Florida, on July 17-19, all in the year 1941.

The record in this case consists of 1536 type-written pages and 155 exhibits were filed.

APPEARANCES:

Frank W. Gwathmey, Shoreham Building, Washington, D. C.; C. L. Hinnant, Wilmington, N. C.; T. T. Massengill, Norfolk, Virginia; C. D. Meiten, and D. B. Green, St. Augustine, Florida; P. H. Goodwyn, Louisville, Kentucky, representing Class I railroads, applicants.

E. M. Yarbrough, Quitman, Georgia, for South Georgia Railway Company.

George Gore, Port St. Joe, Florida, for Apalachicola Northern Railroad.

O. O. Miller, Blountstown, Florida, for Marianna & Blountstown Railroad.

W. M. McGill, Foley, Florida, for Live Oak, Perry & Gulf Railroad.

Frank E. Harrison, Tallahassee, Florida, for State Road Department and Elberta Crate Company.

J. R. Crenshaw, Orlando, Florida, for Growers & Shippers League of Florida and Florida Citrus Commission.

W. C. Hutchison, Sanford, Florida, for Chase & Company and Growers & Shippers League.

Joseph H. Donnell, Tampa, Florida, for Tampa Traffic Association, Tampa Chamber of Commerce and Tampa Builders Exchange.

Thos. E. Grady of Miami, Florida, for Greater Miami Traffic Association and Miami Builders Exchange.

John A. O'Rourke, Miami, Florida, for City of Miami.

T. C. Maurer, Jacksonville, Florida, for the Florida Shippers Lumber Association.

Paul R. Dupree, Jacksonville, Florida, for American Lumber & Trading Company.

Russell W. Bennett, Jacksonville, Florida, for Standard Lumber Manufacturers Association.

F. C. Hillyer, Jacksonville, Florida, for Florida Lumber Shippers Committee; Florida Lumber & Mill Workers Association; Jacksonville Wholesale Lumbermens Association; Florida Citrus Exchange; Chamber of Commerce, St. Petersburg, Florida; Growers & Shippers League of Florida; St. Petersburg General Contractors Association, and numerous manufacturers of lumber articles, crate material and wooden containers.

J. S. Farish, Jacksonville, Florida, for Florida Lumber Shippers Committee.

C. Eugene Fowler, 844 Martin Building, Birmingham, Alabama, for Mahogany Association, Inc., of Chicago, and Weis Fricker Mahogany Company of Pensacola.

C. R. MacPherson, Palatka, Florida, for Wilson Cypress Company and Florida Lumber Shippers Committee.

II

CARRIERS APPLICATION. In this proceeding the railroads operating in Florida (excluding four Class II roads) jointly seek authority to cancel all existing Florida Intrastate Commodity Rates and Classification Exceptions on Lumber and articles taking the same rates and articles taking rates made with relation to the rates on lumber, in carloads, between all points in Florida, and to establish rates determined by the use of a basic mileage scale.

The minimum weight proposed is 34,000 pounds, except that on box, crate, drum or egg case material it is 30,000 pounds; on wooden tie plugs and bleacher seats it is 36,000 pounds and on baskets, hampers or till boxes the proposed minimum weight is 20,000 pounds when shipped in cars not exceeding 40 feet 7 inches in length, inside measurement, and higher minimum weight when shipped in cars of greater length. On mixed shipments of box or crate material with baskets, hampers or till boxes, the proposal is to apply the carload rates on the

actual weight of each with minimum weight of 30,000 pounds when shipped in cars not exceeding 40 feet 7 inches in length, inside measurement, and higher minimum weight when shipped in cars of greater length.

Applicants state that the immediate purpose of the proposal is to make effective intrastate in Florida the same level of rates on lumber and related articles which is already in effect interstate between Florida and other Southern States and which has now been established, with the approval of various State Commissions on intrastate traffic in other Southern States, including the adjacent States of Georgia and Alabama.

The proposed basic scale is intended for both single and joint line application.

The testimony of record in reference to the proposed increase in carload minimum on lumber from 24,000 pounds to 34,000 pounds, taking both single and joint line movement combined, shows that the percentage movement of cars of 34,000 pounds or more, was approximately 80%, and that many cars which were loaded to less than 34,000 pounds were actually loaded to somewhere between 30,000 pounds and 34,000 pounds. From the testimony of both carriers and shippers it seems highly desirable to increase the carload minimum weight on lumber.

During the hearings representatives of Apalachicola Northern Railroad, Live Oak, Perry & Gulf Railroad, Marianna and Blountstown Railroad and South Georgia Railway, four CLASS II roads, withdrew from the application and proposed two carload minimum weights of 34,000 pounds and 24,000 pounds. These roads contended that the proposed increase in carload minimum weights from 24,000 pounds to 34,000 pounds on lumber and 30,000 pounds on crate materials would cause many lumber dealers and packing houses to buy from mills wherever they could secure their purchases in smaller units to be transported by truck. They contend that their proposal to establish two minima would enable the shippers of box and crate material to use the carload minimum weight which produces the lowest freight charges, and would also enable the lumber dealers to buy in smaller units and ship by rail in competition with private or unregulated trucks.

The application of the CLASS I railroads contains many provisions for the application of a large number of varied carload minimum weights upon different articles taking lumber rates or rates related thereto in connection with eight scales of rates. The record shows that their proposals in this respect would undoubtedly be complicated and unnecessary. The establishment of the two carload minima as proposed by the smaller railroads should suffice. If any undue hardship would result from the application of two carload minimum weights of 34,000 pounds and 24,000 pounds to any specific articles made of lumber

the matter may be brought to our attention for appropriate modification of our findings.

III

PRESENT RATES. The present rates on lumber carload for single line hauls over the Atlantic Coast Line Railroad, Seaboard Air Line Railway, Georgia Southern & Florida Railway and Florida East Coast Railway are the CLASS P-I rates per car of 24,000 pounds, excess in proportion, and are those prescribed by this Commission by Order No. 431, dated February 16, 1914, as increased or reduced by subsequent general percentage changes authorized by this Commission. This scale was adopted as a result of a compromise settlement between State authorities and the Seaboard Air Line Railway and Atlantic Coast Line Railroad following extended litigation over rates which had been previously prescribed in our Order No. 72 of April, 1905. The Florida East Coast Railway contested the scale of rates prescribed in Order No. 431 but the Supreme Court upheld the validity of that order in 1916.

These single line scales are applied only for distances over one line and where two or more lines would necessarily participate in the movement the rates are made on basis of combination less 10%, and for hauls over three or more lines on basis of combination less 20%.

THE PROPOSED COMPROMISE SCALE. Applicant carriers contend that the proposed scale of rates on lumber is one which was reached through compromise, after various conferences between representatives of railroads and representatives of lumber manufacturers, for use in revising the lumber rate adjustment within a large portion of the South as to interstate traffic. They also contend that the lumber manufacturers, who were parties to the compromise, agreed to support the carriers in applications which would be filed with the several Southern State Commissions for authority to revise the intrastate rates to the same basis, except that there was no commitment on the part of the lumber manufacturers to support the petition which was to be filed with this Commission respecting the Florida rates. The negotiations between the railroads and lumber manufacturers which resulted in this compromise scale grew out of an attempt of the carriers to revise the interstate rates within that portion of the Southeast of middle Tennessee and middle Alabama and South of Kentucky and Virginia on a basis somewhat higher than the proposed compromise scale, and which rates were suspended by the Interstate Commerce Commission in I. & S. Docket No. 4332.

They also state that the immediate purpose of the present proposal of the Florida rail carriers is to bring about uniformity in the rates, both intrastate and interstate, within, to and from Florida on the one hand, and intrastate and interstate rates applicable within the Southeast and Carolina portions of Southern Territory generally.

The Interstate rates from Georgia, the Carolinas, Alabama, Tennessee and Mississippi, to points in Florida were revised effective June 17, 1940 to basis of the compromise scale which the applicants are here proposing for use in Florida.

When this compromise scale was published there were requests for suspension but the Interstate Commerce Commission refused to suspend the revised interstate adjustment and it became effective as published.

No cost studies have ever been made as a basis for these rates, nor have they been prescribed either by the Interstate Commerce Commission or by any of the State Commissions as just and reasonable rates but, as above stated, were permitted to become effective by the Interstate Commerce Commission.

IV

PROTESTANT EVIDENCE. The evidence submitted by shippers and receivers of lumber and related articles is too voluminous to discuss in detail. They claim that by reason of Florida's unique geographical position and the fact that a very large proportion of the lumber traffic moves to such points as Miami, Tampa, West Palm Beach, Sarasota, and other cities of the lower East and Gulf Coasts; and the further fact that most of the mills are located near the water, the proposed increases would tend to encourage movement either direct by water, or for a short distance by truck and the balance of the distance by water, and many witnesses testified that in their opinion an increase in the rates would tend to encourage direct shipping by truck. They answer the contention of the applicants that the difference between the compromise scale of rates in other Southern States on the one hand, and the Florida rates on the other, would subject interstate shippers of Georgia and Alabama to a rate disadvantage in favor of the Florida mills, by showing that since the establishment of the compromise scale specific rates have been continued in effect from certain points in Georgia to points in Florida which are lower than the rates for like distances in Florida intrastate.

They further introduced evidence to show that intrastate lumber traffic is of paramount importance to the Florida railroads and the preservation of Florida's lumber industry is of economic importance to the welfare of the State of Florida. Witnesses testified that 90% of the lumber consumed in Florida is produced in Florida, and that the proposed changes in Florida intrastate rates would cost Florida consumers about \$278,000.00 per year based upon the small use of lumber in the year 1938.

They also produced cost studies designed to show that the present Florida rates yield more than the expense of transporting lumber in

Florida on the Atlantic Coast Line and Seaboard Air Line plus a fair apportionment of rents, taxes and return on investment.

Witnesses for the four small railroads in Florida testified that they are dependent upon the revenues derived by them from their lumber traffic, and that the proposed changes in rates would result in such drastic diversion of the lumber traffic from all Florida railroads to other modes of transportation that these four railroads will have their revenues so depleted as to seriously jeopardize their continued operation as common carriers.

Protestants also contend that building permits in Florida far exceed those in other Southern States; that with the rapid growth of the State for the past ten to twenty years the volume of all traffic originating or terminating in Florida has likewise grown to the point that it now equals many and surpasses some of the Southern States, and for that reason protestants contend that there is now no traffic or transportation conditions which warrant higher rates in Florida than within the balance of the South.

This Commission has devoted much time to this proceeding. Not only has it given both the railroads and the shippers and receivers of lumber and related articles full opportunity to present such evidence as each considered competent and relevant to the issues of the case but since the matter has been closed and submitted for decision each member of the Commission has carefully considered every angle of the case. In addition, it has had its staff to analyze the evidence and the proposal with a view to arriving at a proper decision.

The Commission feels that its duty under the law is to prescribe just and reasonable rates insofar as it is enabled to do so under the evidence of record presented, or from such facts as may be within its own knowledge. It is not impressed with the argument that of necessity it must approve rates because representatives of shippers in other Southern States and the carriers have voluntarily agreed upon a certain scale of rates and that scale has been approved by Commissions of adjacent States when said scale of rates has not in fact superseded all special rates or commodity rates within the same territory.

The argument that approval must be given to a certain compromise scale of rates under the above mentioned conditions, and in spite of the fact that there has been no attempt on the part of those who arrived at the compromise scale to determine what relation that compromise scale bears to the cost of transporting lumber, is unsound. The members of this Commission are of opinion that it is their duty to arrive at a basic scale of rates which is supported by such reliable cost studies as are available and that offer a fair and reasonable solution of the problems of both the carriers and the shippers and receivers of a commodity or commodities.

Applicants offered numerous comparisons of the Florida lumber rates with the rates on other commodities, and with rates on lumber prescribed by the Interstate Commerce Commission in specific cases as justification for the reasonableness of the proposed compromise scale. We are impressed with this evidence, and especially with the pronouncements of the Interstate Commerce Commission, and we feel, therefore, impelled to arrive at a rate somewhat higher than the present rates. We are of opinion, however, that such rates as are prescribed should be supported by such reliable cost studies as are available to us.

Protestants presented a Railroad Cost and Valuation Engineer offering cost studies, which purported to show that the present Florida lumber scales yield more than the expenses of the lumber traffic, plus rents, taxes and a fair return on investment. This witness found that the proposed rates for an average car and an average haul would yield 83% for the Atlantic Coast Line and 84% for the Seaboard Air Line more than the 1940 costs and expenses of the lumber traffic plus rents, taxes and a fair return on investment.

This witness also stated that the average cost per hundred pounds for the movement of an average load of 24 tons of lumber hauled a distance of 200 miles would for the Atlantic Coast Line amount to 8.57¢ and for the Seaboard Air Line 8.54¢ for the year 1939.

He also presented similar studies for the year 1940 which developed average cost per 100 pounds of 7.90¢ for the Atlantic Coast Line and 7.85¢ for the Seaboard.

This computation of cost was based on Appendix "E" attached to the decision of the Interstate Commerce Commission in the case of Georgia Public Service Commission vs. Atlantic Coast Line Railroad Company (known as FLORIDA LOG RATE CASE) reported in 186 I. C. C. 157.

Protestants contend that this evidence has never been refuted by applicants and stands unchallenged and undisputed and proves that the proposed scales of rates for the hauling of an average carload of lumber for the average distance are 83% higher than the full cost plus fair return.

The applicants contend that this cost data is unreliable and does not represent the accurate cost of transporting logs in Florida, and has no application to the cost of transporting lumber. They contend that the cost shown in Appendix "E" upon which these cost studies are based is merely an approximation of the out-of-pocket cost of hauling logs and could not apply to the cost of hauling lumber inasmuch as lumber moves in a more expensive type of equipment, has a longer average haul and is subject to a more exacting type of service.

Dr. Ford K. Edwards, Principal Economist in charge of Cost Section of the Bureau of Statistics of the Interstate Commerce Commission, prepared railroad freight service costs in the various rate territories for the year 1939. These cost studies were introduced in the Class Rate Investigation, I. C. C. No. 28300, as Exhibit 3. A copy of this Cost Study is in possession of this Commission and it is familiar with it in connection with the Class Rate Investigation.

In addition to this, a witness has introduced Exhibit 114 in this proceeding in which he reproduces Dr. Edwards' cost for commodities moving in box cars based on freight operating expenses, rents and taxes for 1939, net load 24 tons per car (not including return on investment). This scale was also referred to by this same witness in Exhibit 115.

These costs were arrived at after an independent study made by Dr. Edwards in response to a mandate from Congress to the Interstate Commerce Commission to make a study of the rate barriers existing between various rate territories in the United States, and for the purpose of prescribing just and reasonable rates, fares and charges from, to and between such territories. In the opinion of this Commission, these cost studies are the most complete and reliable ever introduced before the Interstate Commerce Commission relating to transportation costs. The Commission, therefore, is relying upon these costs as a basis for the rates prescribed.

As has already been stated, the Commission is convinced that the carload minimum weight on lumber should be increased. It is also convinced that it is desirable to establish a smaller carload minimum weight than 34,000 pounds to accommodate shippers of baskets, hampers and crate material, which will necessitate the establishment of two carload minima.

Exhibit 25 shows that the Florida East Coast Railway transported 5,425 cars of lumber intrastate in Florida having an average weight of 42,271 pounds.

Exhibit 26 shows that from five Florida East Coast Railway stations there were shipped intrastate in Florida 1,246 cars of lumber having an average weight of 41,389 pounds.

From Exhibits Nos. 134 to 137 inclusive, we find the average weight for 2,216 cars of lumber shipped intrastate in Florida from five origin points was 41,287 pounds.

The record also shows that out of a movement of 732 cars of crate material 56.2% were loaded to 30,000 pounds or over, and that only 36 cars of crate material were loaded less than 25,000 pounds.

It is well known that when the carload minimum is low the scale of rates is high and that this high scale of rates, coupled with the pro-

vision that the excess over the minimum is to be charged in proportion, produces unreasonably high per car charges. It is also well known that the per car charge produced under such basis of rates does not distribute the transportation costs in accordance with the transportation service rendered and received.

The Commission finds that costs which are properly assignable upon a per car basis are and should be the same for a car of five tons as for a car of fifty tons; and that the unit cost per car mile and per gross ton mile are the same regardless of the net and gross weight transported. Therefore the only difference in the per car costs having differing net laden is the distance the car moves and the gross weight of the car and content.

The question which we are called upon to determine is what level of rates, carrying some increases over the present scale, should be established for Florida intrastate lumber traffic without reducing the revenues of CLASS I railroads and without threatening the continued operation of the four CLASS II carriers.

From the record in this case we find that the best method of obtaining this result is to prescribe two bases of rates subject to two carload minima. We believe that these scales on lumber and related articles carload should give due consideration and weight to the carload operating expenses, rents and taxes plus the less-carload operating deficit, and a return at 4% upon the total carload and less-carload portion of the value plus a factor covering loss and damage.

We have accordingly used Dr. Edwards' costs as shown on page 61 of his Exhibit No. 3, introduced in the CLASS RATE INVESTIGATION, I. C. C. 28300, for a 21 ton (42,000 pounds) car and for a 16 ton (32,000 pounds) car. Our scales include carload operating expenses, rents and taxes, plus the less-carload operating deficit and a return at 4% upon the total carload and less-carload portion of the value plus a factor of .019 covering loss and damage.

These scales are shown on Appendix "A".

We approve two carload minima of 34,000 pounds and 24,000 pounds for all lumber and lumber articles.

From the evidence of record in this proceeding we are of opinion, and so find, that charges resulting from the use of the basic scales shown on Appendix "A" would be just and reasonable rates for the transportation of lumber and articles taking lumber rates and articles taking rates made with relation to the rates on lumber between points within the State of Florida for hauls over one or more lines using the short line distance.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that common carriers by railroad operating within the State of Florida are hereby authorized and directed to CANCEL all existing Florida Intrastate Commodity Rates and Classification Exceptions on Lumber and articles taking the same rates and articles taking rates made with relation to the rates on lumber in carloads between all points on their respective lines in Florida, and to apply thereon in lieu thereof the Alternate Rates and Carload Minimum Weights, whichever produces the lowest charge per carload shipment, set forth in Appendix "A" hereto attached and made a part of this order, upon the following lumber list.

LUMBER LIST

LUMBER RATES WILL APPLY ON THE FOLLOWING ARTICLES IN STRAIGHT OR MIXED CARLOADS, FOR SINGLE OR MULTIPLE LINE HAULS VIA ALL AT PRESENT AVAILABLE ROUTES.

Agricultural implements, sleigh and vehicle material; bark, not ground; barrel material; basket bottoms or tops, in bundles or crates; baseboards, without ornamentation or moulding; billets, round or sawed; billets, shuttle block; blocks, automobile shipping; blocks, paving; blocks, sawed or split, in the rough; bolts; box or crate material; casing; ceiling; chair stock, rough sawed; cigar box material; cores, wood; culvert units wooden; dimension stock; flitches; flooring; flooring blocks or squares; flooring, plank; grain doors; handle material; hangar material; airplane; kindling; lath; logs, cedar; lumber, NOIBN; lumber, laminated; mine material; moulding; pickets; piles; piling; plugs, wooden tie; ply wood; poles, carpet or rug winding; poles, electric transmission, telephone or telegraph; poles, hoop or hop; pole line construction material; posts; rails, fence; rungs, ladder; sawdust; shavings; shingles; shingle tow; shooks; siding; silo doors; silo stock; slats, bed; spokes, club turned; stakes; ties, cross or switch; timber, NOIBN; veneer; wood, acid, excelsior extract; baskets or hampers; bleacher seats; broom and mop handles; built-up wood; conduits; crates, wooden, KD, flat or folded flat; cross arms; shack-barrel shooks; tank material; till baskets or till boxes.

APPENDIX "A"

RATES IN CENTS PER 100 POUNDS

Distance miles	Scale based on 42,000 pounds carload minimum	Scale based on 32,000 pounds carload minimum
	34,000 pounds (cents)	24,000 pounds (cents)
10	5.0	7.0
20	5.5	7.0
30	6.0	7.5
40	6.0	8.0
50	6.5	8.0
60	7.0	9.0
70	7.0	9.0
80	7.5	9.5
90	8.0	10.0
100	8.0	10.5
120	9.0	11.5
140	9.5	12.0
160	10.0	13.0
180	11.0	13.5
200	11.5	14.5
220	12.0	15.5
240	13.0	16.5
260	13.5	17.0
280	14.5	18.0
300	15.0	19.0
320	15.5	19.5
340	16.5	20.5
360	17.0	21.0
380	17.5	22.0
400	18.5	23.0
420	19.0	23.5
440	20.0	24.5
460	20.5	25.5
480	21.0	26.0
500	22.0	27.0
520	22.5	28.0
540	23.0	28.5
560	24.0	29.5
580	24.5	30.0
600	25.0	31.0
620	26.0	32.0
640	26.5	33.0
660	27.0	33.5

680	28.0	34.5
700	28.5	35.5
720	29.5	36.0
740	30.0	37.0
760	30.5	37.5
780	31.5	38.5
800	32.0	39.5

NOTE 1.

The rates herein prescribed are subject to **EX PARTE 148 EMERGENCY CHARGES.**

NOTE 2.

The within mileage scale is to be converted into point to point rates and so published. Point to point rates are to be established upon the shortest available route.

It is further **ORDERED** that this order shall be and become effective sixty (60) days from the date hereof.

It is further **ORDERED** that jurisdiction in this proceeding be retained for the making of such other and further orders as to the Commission may seem mete.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 5th day of August, 1942.

ORDER NO. 1357,

DOCKET NO. 1472.

IN RE: APPLICATION OF SOUTHEASTERN TELEPHONE COMPANY TO CONVERT ITS PRESENT TELEPHONE EXCHANGE AT BONIFAY, FLORIDA, FROM MAGNETO TO AUTOMATIC DIAL SYSTEM.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 799, dated July 8, 1942, this matter came on for hearing before the Railroad Commission of the State of Florida at the City Hall in Bonifay, Florida, on Thursday, July 23, 1942, at 10 o'clock A. M. Central War Time.

W. E. Glisson, Vice President, and J. R. Nelson, Auditor of Receipts, Tallahassee, Florida, appeared for the applicant, Southeastern Telephone Company.

Clyde R. Brown, City Attorney, Bonifay, and H. B. Douglas, J. C. Swindall, John M. Bush, J. W. Garrett and E. J. Folmar, Members of the City Council Bonifay, appeared for the City.

2. The applicant, Southeastern Telephone Company, owns a Magneto Telephone Exchange at Bonifay, Florida, which it has been operating for a number of years. The system is in poor condition and is unable to afford efficient service. Many complaints have been made on the part of the citizens of Bonifay and patrons of the telephone exchange about the poor service being rendered and the telephone company and City Council have held several conferences in reference to the installation of a new telephone system. It was finally agreed that a Dial Type of service would be installed and the entire outside plant completely rebuilt, and in consideration of these improvements the City Council has adopted an ordinance granting the telephone company a franchise for a period of twenty-five years. The telephone company has filed with this Commission its petition to be allowed to install this type of service at Bonifay and to rebuild its plant and upon the conversion and completion of this system to charge a schedule of rates considerably higher than the present rates. At the hearing there was considerable discussion about the rates and the consensus of opinion of the witnesses was that the rates were higher than they would be satisfied to pay but that the matter would be left to the Railroad Commission to determine a fair and equitable schedule of rates.

3. At the hearing the telephone company offered testimony and exhibits indicating that it would have to expend the sum of \$14,073.09 to rehabilitate the plant and that it would be able to recover little, if anything, from the present plant as it was entirely worthless. Since the hearing the telephone company has submitted to this Commission a breakdown of its investment in the new plant. This breakdown has been checked by the Commission's Engineer who approves the unit costs as shown on this statement.

The telephone company submitted in its petition rates it proposed to charge for the various classes of service as follows:

Class of Service	Proposed Rates	
	Base Rate	Hand
	Desk	Sets
Business 1-Party	\$3.85	\$4.00
Business 2-Party	3.35	3.50
Business 4-Party	2.85	3.00
Business Rural Party	2.85	3.00
Residence 1-Party	2.85	3.00
Residence 2-Party	2.35	2.50
Residence 4-Party	1.85	2.00
Residence Rural Line	1.85	2.00

10 cents discount from proposed base rate for Wall Type Telephone.

Witnesses for the company testified that with this increase in rates and with the net increase in service it would so increase its revenue that it would be enabled to earn a return on its investment of 6.64%.

The Commission has carefully considered this record and is of opinion that a new plant is necessary at Bonifay. It is further of opinion, however, that increased rates do not always mean increased revenue and it is of opinion that a lower schedule of rates would be more reasonable and perhaps conducive to greater revenue.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that Southeastern Telephone Company be and it is hereby authorized and directed to convert its present Magneto Telephone Exchange at Bonifay into a Common Battery Dial or automatic exchange, and upon the completion of such conversion it is authorized to charge the following schedule of rates:

Class of Service	Rates	
	Base Rate	Hand
	Desk	Sets
Business 1-Party	\$3.60	\$3.75
Business 2-Party	3.10	3.25
Business 4-Party	2.60	2.75
Business Rural Party	2.60	2.75
Residence 1-Party	2.60	2.75
Residence 2-Party	2.10	2.25
Residence 4-Party	1.85	2.00
Residence Rural Line	1.85	2.00

10 cents discount from Base Rate for Wall Type Telephone.

The above rates as set forth shall apply within the Base Rate Area which is defined as that area lying within the present city limits of Bonifay. The area within two miles beyond the city limits of Bonifay shall be defined as the exchange area and rates within this area shall be determined by adding 42 cents per quarter mile or fraction thereof per month for individual lines or divided proportionately for party lines to the base rate for the distance from the station to the edge of the Base Rate Area.

The area beyond the Exchange Area is known as the Rural Area. Rural rates shall apply in this area and these shall be determined by adding to the Rural Rate Mileage charge of 25 cents per mile or fraction thereof per month beginning at a point two miles beyond the Base Rate Area.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 4th day of August, 1942.

ORDER NO. 1358,

DOCKET NO. 1471.

IN RE: APPLICATION OF SOUTHEASTERN TELEPHONE COMPANY TO DISCONTINUE ITS EXCHANGE AT PONCE DE LEON, FLORIDA, AND TO SUBSTITUTE IN LIEU THEREOF RURAL PARTY LINE SERVICE FROM THE DEFUNIAK SPRINGS EXCHANGE.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 798, dated July 8, 1942, this matter came on for hearing before the Railroad Commission of the State of Florida at the City Hall in Bonifay, Florida, on July 23, 1942 at 10 o'clock A. M. (Central War Time).

W. E. Glisson, Vice President and General Manager and J. A. Mumford, General Auditor, appeared for Southeastern Telephone Company.

J. J. Holland of Holland Lumber Company and T. R. Haley of Southern Lumber Company, appeared as protestants.

2. Southeastern Telephone Company is operating a small telephone exchange at Ponce de Leon, Florida, and has at the present time eight subscribers to the service. The building in which the Central Office is located is in very bad condition and on account of the low revenue received at the office it is difficult to maintain an operator there. The company is not justified in repairing this exchange because of insufficient revenue and proposes to put these eight subscribers on a Rural Copper Line with new poles and connect them with the DeFuniak Springs Exchange, and as a result of this they will be entitled to DeFuniak Springs service without payment of a toll, and their tollrate will be the published toll tariff from the DeFuniak Springs Exchange to all other points. The total exchange revenue collected at the Ponce de Leon Exchange for the past year was \$211.20 and the operating expenses were \$529.50, entailing an annual loss of \$328.30. The Mileage Rate and the Rural Line Rate out of DeFuniak Springs being too high the company has proposed a compromise system of flat rates as follows:

Business—Rural Line Desk Set.....	\$4.10
Business—Hand Set	4.25
Residence—Rural Line Desk Set.....	3.10
Residence—Hand Set	3.25

10 cents discount for Wall Type from the Desk rate.

3. Representatives of the Holland Lumber Company and of the Southern Lumber Company testified that they were complaining more of the service than they were of the rates and they were not satisfied with 8-Party Telephone Line. Some discussion was had about this matter and the General Manager of the Telephone Company stated that while he believed with this new line telephone service would be good that if the representatives of the lumber companies desired a more private line that he was willing to provide them with a 1-Party, 2-Party or 3-Party line. The 1-Party Individual Line would amount to \$27.50, including free service in DeFuniak Springs. If two parties were placed on this line the charge for each would be \$15.00. If a 3-Party Line was preferred the charge would be \$8.34 for mileage plus the DeFuniak Springs rate of \$2.50. The representatives of these two lumber companies were to consider the matter and communicate with this Commission but so far we have received no communication from them.

The Commission is of opinion from a study of the record that the loss of business at Ponce de Leon necessitates a change there and believes that the application of the Telephone Company should be approved.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of Southeastern Telephone Company to discontinue its exchange at Ponce de Leon, Florida, and to substitute in lieu thereof Rural Party Line Service from DeFuniak Springs Exchange be and the same is hereby **APPROVED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 4th day of August, 1942.

ORDER NO. 1359,

DOCKET NO. 1469.

IN RE: APPLICATION OF APALACHICOLA NORTHERN RAILROAD COMPANY TO CLOSE ITS AGENCY AT GREENSBORO, FLORIDA.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

(1) Pursuant to Notice No. 797 this matter came on for formal hearing before the Railroad Commission of the State of Florida at the Chipola Hotel, Marianna, Florida on July 21, 1942 at 10 o'clock A. M.

J. L. Sharit, Superintendent, of Port St. Joe, Florida, appeared for the applicant.

C. B. Fletcher and N. D. Bevis of Greensboro also appeared and testified at the hearing.

(2) The Apalachicola Northern Railroad made application to this Commission to close its agency at Greensboro and submitted certain data called for by the Commission. When the Commission refused to authorize the closing of this agency without a hearing the applicant then requested authority to place a care-taker at Greensboro in order to reduce expenses. At the hearing it appeared that the principal patrons of the Railroad at Greensboro were Mr. C. B. Fletcher, operating as the Fletcher Company, and a party cutting pulp wood for the use of the Mill at Port St. Joe. At the hearing Mr. Fletcher and the applicant agreed that if the applicant would continue to operate the agency at Greensboro but upon shorter hours than is now required by the rules of this Commission it would meet the approval of the principal shippers at that station and would also enable the applicant to greatly reduce its expenses.

(3) It appears that the applicant now employs the wife of the former agent as it was unable to get a telegrapher or man to take charge of the agency. It was proposed that this lady should serve as agent for a period of about five hours a day keeping the office open between the hours of 9 A. M. and 11:30 A. M. and 2 P. M. and 4:30 P. M. This arrangement was satisfactory to the principal shippers at Greensboro and was approved by the Commission.

WHEREFORE, it is CONSIDERED, ORDERED and ADJUDGED by the Railroad Commission of the State of Florida that the application of Apalachicola Northern Railroad Company to close its agency at Greensboro BE and the same is hereby DENIED but it is authorized to keep its office open a shorter number of hours than is now required by the rules of this Commission and that the hours of service of the Agent between 9 A. M. and 11:30 A. M. and 2 P. M. and 4:30 P. M. would be satisfactory to this Commission and are hereby APPROVED.

DONE and ORDERED by the Railroad Commission of the State of Florida at the hearing at Marianna, Florida on July 21, 1942.

ORDER NO. 1360,

DOCKET NO. 1061.

IN RE: SUSPENSION OF FERRY SERVICE OF BEE LINE FERRY,
INCORPORATED.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

On this day is presented to the Commissioners an Application or Petition from Bee Line Ferry, Inc., sworn to by its president, alleging that all of the ferry boats owned by Petitioner and described as the vessels "Pinellas", No. 80884, "Manatee", No. 76974, and "Sarasota", No. 76877, have been requisitioned by the War Shipping Administration of the United States of America, pursuant to Section 902 of the Merchant

Marine Act of 1936, as amended, and that possession of said boats has been delivered to representatives of the War Shipping Administration; that the said Petitioner and franchise holder has made every effort to locate and obtain other ferry boats with which to continue the operation of said ferry service, and praying for an Order permitting the Bee Line Ferry, Inc., to suspend its ferry service; and upon consideration of said Petition the Commissioners find that in accordance with the Laws of the State of Florida a franchise for a period of fifty years was granted to Bee Line Ferry, Inc., by Order No. 1004, issued by these Commissioners on January 29, 1930, to establish, operate and maintain a ferry between Pinellas Point in Pinellas County, Florida across, on, upon and/or over the waters of Tampa Bay to Piney Point in Manatee County, Florida, and that by subsequent Orders of these Commissioners said franchise has been recognized and certain conditions eliminated; that because of the War now existing between the United States of America and certain foreign countries, the War Shipping Administration of the United States has requisitioned and taken possession of all of the ferry boats of the said Bee Line Ferry, Inc., so that it has become impossible for it to operate a ferry service under said franchise and in accordance with the directions of this Commission, and that permission to suspend said service should be granted the said franchise holder until such time as proper equipment may be obtained in order to resume ferry service.

IT IS THEREFORE CONSIDERED, ADJUDGED AND ORDERED by the Railroad Commissioners of the State of Florida that the Application or Petition of Bee Line Ferry, Inc., be, and the same is hereby, **GRANTED** and the said Bee Line Ferry, Inc., is hereby given permission to suspend the ferry service between its termini located at Pinellas Point in Pinellas County, Florida, and Piney Point in Manatee County, Florida, as of August 13, 1942, and this suspension shall remain effective until further Order by the Commissioners, to be made at such time as proper equipment may be obtained by said Bee Line Ferry, Inc., for the resumption of a ferry service.

IT IS FURTHER ORDERED That this cause remain open on the docket and jurisdiction be retained by the Railroad Commissioners for the purpose of making such further Order or Orders in the Premises as may be justified.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this the thirty-first day of August, A. D. 1942.

ORDER NO. 1361, (Amending Order No. 1356)**DOCKETS NOS. 1220 AND 1418.**

IN RE: APPLICATION OF THE FLORIDA RAIL CARRIERS FOR AUTHORITY TO CANCEL ALL EXISTING COMMODITY RATES AND CLASSIFICATION EXCEPTIONS ON LUMBER AND ARTICLES TAKING THE SAME RATES WITH CERTAIN EXCEPTIONS.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

For good cause shown, and to enable the Commission to further consider certain suggested changes and modifications in the Carload Minima approved by this Order, and other changes, the effective date of Order No. 1356, is further extended for a period of thirty days, or until November 3, 1942.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 25th day of September, 1942.

ORDER NO. 1362,**DOCKETS NOS. 1220 AND 1418.**

IN RE: APPLICATION OF THE FLORIDA RAIL CARRIERS FOR AUTHORITY TO CANCEL ALL EXISTING COMMODITY RATES AND CLASSIFICATION EXCEPTIONS ON LUMBER AND ARTICLES TAKING THE SAME RATES WITH CERTAIN EXCEPTIONS.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

For good cause shown, and to enable the Commission to further consider certain suggested changes and modifications in Order No. 1356, heretofore issued in this cause, the effective date of Order No. 1356 is further extended for a period of SIXTY DAYS or until JANUARY 4th, 1943.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 13th day of October, 1942.

ORDER NO. 1363,**DOCKET NO. 1483.**

IN RE: ABANDONMENT OF OPERATION OF MOLINO TELEPHONE COMPANY, MOLINO, FLORIDA.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. On September 24, 1942 Mrs. L. F. Matthews, sole owner of the Molino Telephone Company of Molino, Florida, filed application for

authority to abandon the operation of the Molino Telephone Exchange alleging that the gross income received from its operation was insufficient to pay operating expenses.

2. The Molino Telephone Company was ordered and directed to post notice in three conspicuous places in Molino, Florida, of its intention to apply to this Commission on Monday, November 2, 1942, for authority to abandon operation of the Molino Telephone Exchange as a public service utility. This notice was posted and copies thereof filed with this Commission. No one has protested the abandonment of this telephone exchange.

3. The Commission has carefully considered this application and is of opinion that public convenience and necessity permits the abandonment of Molino Telephone Company's exchange at Molino, Florida.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that Mrs. L. F. Matthews, doing business as Molino Telephone Company, Molino, Florida, be and she is hereby authorized to abandon operation of the telephone exchange at Molino, Florida, effective on November 15th, 1942.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 6th day of November, 1942.

ORDER NO. 1364 (Amending Order No. 1356)

DOCKETS NOS. 1220 AND 1418.

**IN RE: APPLICATION OF THE FLORIDA RAIL CARRIERS FOR
AUTHORITY TO CANCEL ALL EXISTING COMMODITY RATES
AND CLASSIFICATION EXCEPTIONS ON LUMBER AND ARTICLES
TAKING THE SAME RATES WITH CERTAIN EXCEPTIONS.**

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. By Order No. 1356 dated August 5, 1942 carriers by railroad operating within the State of Florida were authorized and directed to cancel all existing Florida intrastate Commodity Rates and Classification Exceptions on lumber and articles taking the same rates and articles taking rates made with relation to the rates on lumber, in carloads, between all points on their respective lines in Florida, and to apply thereon in lieu thereof the alternate rates and carload minimum weights which-ever produces the lowest charge per carload shipment set forth in Appendix "A" attached to and made a part of said Order upon a lumber list attached thereto, and provided that said order should become effective sixty days from the date thereof.

2. Prior to the effective date of the order certain changes and modifications were suggested by the shippers dealing with the use of Class Rate Groupings, and also certain changes and modifications were suggested by the rail carriers which were alleged would avoid difficulties, complaints and possible discrimination which would result from the ordering of 50 foot cars by shippers of box and crate material, shooks, baskets or hampers, till baskets or till boxes, and the inability of the carriers to furnish such extra length equipment in all or in many cases. The Commission extended the effective date of the order for a period of sixty days in order to enable it to consider these changes and modifications.

3. The Commission has carefully considered these various matters and is of opinion that certain of these changes and modifications should be made, and that Order No. 1356 should be amended to embody such changes.

Wherefore, it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that beginning with Paragraph Six (6), page 8, Order No. 1356 should be amended to read as follows:

"We approve two carload minima of 34,000 pounds and 24,000 pounds for all lumber and lumber articles; except one minimum weight of 20,000 pounds is approved on baskets or hampers and till baskets and till boxes; and except that on boxes or crate material and shooks the minimum weight of 34,000 pounds will apply only when shipments are in cars not exceeding 41 feet 6 inches in length, or when shipper orders a car not exceeding 41 feet 6 inches in length and carrier, being unable to furnish such car, furnishes for loading one of greater length.

"From the evidence of record in this proceeding we are of opinion, and so find, that charges resulting from the use of the basic scales shown on Appendix "A" would be just and reasonable rates for the transportation of lumber and articles taking lumber rates and articles taking rates made with relation to the rates on lumber between points within the State of Florida for hauls over one or more lines using the short line distance.

"Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that common carriers by railroad operating within the State of Florida are hereby authorized and directed to **CANCEL** all existing Florida intrastate commodity rates and classification exceptions on lumber and articles taking the same rates, and articles taking the rates made with relation to the rates on lumber in carloads between all points on their respective lines in Florida, and to

apply thereon in lieu thereof the alternate rates and carload minimum weights which-ever produces the lowest charge per carload shipment, set forth in Appendix "A" hereto attached and made a part of this order, using the same groupings and distances as used in determining class rates from and to the same points upon the following lumber list:

"LUMBER LIST

LUMBER RATES WILL APPLY ON THE FOLLOWING ARTICLES IN STRAIGHT OR MIXED CARLOADS, FOR SINGLE OR MULTIPLE LINE HAULS VIA ALL AT PRESENT AVAILABLE ROUTES, UNLESS OTHERWISE INDICATED HEREIN.

Agricultural implement, sleight and vehicle material; bark, not ground; barrel material; basket bottoms or tops, in bundles or crates; baseboards, without ornamentation or moulding; billets, round or sawed; billets, shuttle block; blocks, automobile shipping; blocks, paving; blocks, sawed or split, in the rough; bolts; box or crate material (See Note 1); casing; ceiling; chair stock, rough sawed; cigar box material; cores, wood; culvert units wooden; dimension stock; flitches; flooring; flooring blocks or squares; flooring, plank; grain doors; handle material; hangar material, airplane; kindling; lath; logs, cedar; lumber, NOIBN; lumber, laminated; mine material; moulding; pickets; piles; piling; plugs, wooden tie; ply wood; poles, carpet or rug winding; poles, electric transmission, telephone or telegraph; poles, hoop or hop; pole line construction material; posts; rails, fence; rungs, ladder; sawdust; shaving; shingles; shingle tow; shooks (See Note 1); siding; silo doors; silo stock; slats, bed; spokes, club turned; stakes; ties, cross or switch; timber, NOIBN; veneer (See Note 3); wood, acid, excelsior extract; baskets or hampers (See Note 2); bleacher seats (See Note 3); broom and mop handles (See Note 3); built-up wood (See Note 3); conduits (See Note 3); crates, wooden, KD, flat or folded flat; cross arms; shack-barrel shooks; tank material; till baskets or till boxes (See Note 2).

"NOTE 1.

The rates named in this order on box or crate material or on shooks at minimum weight of 34,000 pounds will not apply when shipments are made in cars exceeding 41 feet 6 inches in length, inside measurement, except where shipper orders and carrier can not furnish a car not exceeding 41 feet 6 inches in length and in lieu thereof the carrier furnishes a longer car.

"NOTE 2.

On baskets or hampers and on till baskets or till boxes, apply the scale shown in Appendix "A" as being subject to minimum weight of 24,000 pounds, but apply as the minimum weight on these commodities 20,000 pounds.

"NOTE 3.

On veneer, bleacher seats, broom and mop handles, built-up wood and conduits, carrier may apply the same proportionate increase over lumber rates prescribed herein as is applied interstate over interstate lumber rates.

APPENDIX "A"

Rates in Cents Per 100 Pounds

Distance miles	Scale based on 42,000 pounds carload minimum	Scale based on 32,000 pounds carload minimum
	34,000 pounds (cents)	24,000 pounds (cents)
10	5.0	7.0
20	5.5	7.0
30	6.0	7.5
40	6.0	8.0
50	6.5	8.5
60	7.0	9.0
70	7.0	9.0
80	7.5	9.5
90	8.0	10.0
100	8.0	10.5
120	9.0	11.5
140	9.5	12.0
160	10.0	13.0
180	11.0	13.5
200	11.5	14.5
220	12.0	15.5
240	13.0	16.5
260	13.5	17.0
280	14.5	18.0
300	15.0	19.0
320	15.5	19.5
340	16.5	20.5
360	17.0	21.0
380	17.5	22.0
400	18.5	23.0

420	19.0	23.5
440	20.0	24.5
460	20.5	25.5
480	21.0	26.0
500	22.0	27.0
520	22.5	28.0
540	23.0	28.5
560	24.0	29.5
580	24.5	30.0
600	25.0	31.0
620	26.0	32.0
640	26.5	33.0
660	27.0	33.5
680	28.0	34.5
700	28.5	35.5
720	29.5	36.0
740	30.0	37.0
760	30.5	37.5
780	31.5	38.5
800	32.0	39.5

"NOTE 1.

The rates herein prescribed are subject to EX PARTE 148 EMERGENCY CHARGES.

"NOTE 2.

The within mileage scale is to be converted into point to point rates and so published. Point to point rates to and from base points are to be established upon the shortest available route.

"It is further ORDERED that this order shall be and become effective sixty (60) days from the date hereof.

"It is further ORDERED that jurisdiction in this proceeding be retained for the making of such other and further orders as to the Commission may seem mete."

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 16th day of December, 1942.

ORDER NO. 1365,

DOCKET NO. 1484.

IN RE: APPLICATION OF ST. JOSEPH TELEPHONE & TELEGRAPH COMPANY OF PORT ST. JOE, FLORIDA FOR AUTHORITY TO CONVERT ITS TELEPHONE SYSTEM AT APALACHICOLA, FLORIDA, FROM A MAGNETO TO A COMMON BATTERY SYSTEM, AND TO INCREASE THE RESIDENTIAL RATES 25¢ PER MONTH.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. St. Joseph Telephone & Telegraph Company, with its principal place of business at Port St. Joe, Florida, has represented to this Commission that it is necessary for it to change its telephone system at Apalachicola, Florida, from Magneto to Common Battery in order that the facilities of the United States Government at the Air Forces Gunnery School at Apalachicola, as well as Long Distance Service from Camp Carrabelle, may be handled more efficiently and advantageously. It further represents that it will be necessary for it to purchase a four-position toll board for Apalachicola and to expend considerable money in order to make this conversion. It has received authority from the War Production Board to purchase this equipment and to make this change.

2. The Telephone Company has filed with this Commission a petition signed by approximately fifty percent of its residential telephone subscribers asking that this change be made and agreeing to pay an additional monthly charge for residential telephones of 25¢ per month. This will increase the present charge of \$2.35 per month to \$2.60 per month.

3. The Commission is of opinion that the conversion of this system from Magneto to Common Battery will be an improvement and result in more efficient telephone service and, therefore, approves the application.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that St. Joseph Telephone & Telegraph Company be and it is hereby authorized to convert its telephone system at its exchange in Apalachicola, Florida, from Magneto to Common Battery service and to increase its local rental charge for residential telephones from \$2.35 per month to \$2.60 per month—this increase in rates to become effective upon the installation of the new Common Battery System.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 15th day of January, 1943.

ORDER NO. 1367,
DOCKET NO. 1482.

IN THE MATTER OF RULES, REGULATIONS AND SPECIFICATIONS GOVERNING THE CONSTRUCTION AND MAINTENANCE OF TELEPHONE, TELEGRAPH AND OTHER COMMUNICATION LINES CROSSING OVER OR UNDER THE TRACKS OF STEAM RAILROADS IN THE STATE OF FLORIDA.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 806, dated October 16, 1942, the above proceeding came on for hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on November 12, 1942. The following appearances were entered:

J. M. Watson and Stanley Warth of Jacksonville, Florida, for Southern Bell Telephone & Telegraph Company.

Orris McGinniss, 60 Hudson Street, New York City and L. S. Terrell of Atlanta, Georgia, represented The Western Union Telegraph Company.

E. F. Johnson of Miami, Florida, represented Florida Power & Light Company.

C. U. Jellison, St. Augustine, Florida, represented Florida East Coast Railway Company.

A. B. Greene, Telephone Engineer, and W. F. Girtman, Assistant Telephone Engineer, represented Florida Railroad Commission.

2. After taking testimony of all witnesses offered and sworn, and having heard all parties desiring to be heard, the Commission is of opinion that PART ONE, being Rules, Regulations and Specifications Governing the Construction and Maintenance of Telephone, Telegraph and other Communication Lines Crossing Over or Under the Tracks of Steam Railroads in the State of Florida, as amended at said hearing, should be approved.

WHEREFORE, it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the Rules, Regulations and Specifications contained in

PART ONE

RULES, REGULATIONS AND SPECIFICATIONS GOVERNING THE CONSTRUCTION AND MAINTENANCE OF TELEPHONE, TELEGRAPH AND OTHER COMMUNICATION LINES CROSSING OVER OR UNDER THE TRACKS OF STEAM RAILROADS IN THE STATE OF FLORIDA;

a copy of which Rules, Regulations and Specifications are hereto attached and made a part of this Order, be and the same are hereby APPROVED and ADOPTED.

3. It is further ORDERED that said Rules, Regulations and Specifications herein prescribed and adopted shall be and become effective on the 1st day of February, 1943, and shall supercede the Rules, Regulations and Specifications of PART ONE approved by Order No. 799, dated 7th day of May, 1924.

4. It is further ORDERED that this proceeding shall remain open on the docket for such other and further order or orders as to the Commission may seem mete and proper.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 12th day of November, 1942.

INFORMAL APPLICATIONS AND COMPLAINTS

- RA- 1—Closing Fort Ogden Agency until need for same arises. Seaboard Air Line Railway. Granted.
- RA- 2—Making Capitola flag stop for Train No. 37. Seaboard Air Line Railway. Granted.
- TO- 3—Telephone service. W. H. Nobles, Marianna, vs. West Florida Telephone and Telegraph Company. Dropped.
- RC- 4—Service on express shipments. Seven Acres Flower Farms, Goulds, Florida, vs. Florida East Coast Railway. Dropped.
- RA- 5—Abandoning Kalamazoo as lcl station. Florida East Coast Railway. Granted.
- RA- 6—Abandoning station building at Lebanon. Atlantic Coast Line Railroad. Granted.
- RA- 7—Abandoning station building at Eugene, Florida. Atlantic Coast Line Railroad Company. Granted.
- RA- 8—Abandoning station building at Hardeetown. Atlantic Coast Line Railroad Company. Granted.
- RA- 9—Abandoning station building at Danville. Atlantic Coast Line Railroad Company. Granted.
- RA-10—Abandoning station building at Tyler. Atlantic Coast Line Railroad Company. Granted.
- RA-11—Abandoning station building at Stetson. Atlantic Coast Line Railroad Company. Granted.

- RA-12—Abandoning station building at Glenwood. Atlantic Coast Line Railroad Company. Granted.
- RA-13—Abandoning station building at Minorville. Atlantic Coast Line Railroad Company. Granted.
- RA-14—Abandoning station building at Longs. Atlantic Coast Line Railroad Company. Granted.
- RA-15—Abandoning station building at Grove Park. Atlantic Coast Line Railroad Company. Granted.
- RA-16—Abandoning station building at Martel. Atlantic Coast Line Railroad Company. Granted.
- RA-17—Abandoning station building at Moffitt. Atlantic Coast Line Railroad Company. Granted.
- RA-18—Abandoning station building at Secotan. Atlantic Coast Line Railroad. Granted.
- RA-19—Abandoning station building at Tidewater. Atlantic Coast Line Railroad. Granted.
- RA-20—Abandoning station building at Mt. Plymouth. Atlantic Coast Line Railroad Company. Granted.
- RA-21—Abandoning station building at Remlap. Atlantic Coast Line Railroad Company. Granted.
- RA-22—Abandoning station building at Lottievile, Florida. Atlantic Coast Line Railroad Company. Granted.
- RA-23—Abandoning station building at Acline. Atlantic Coast Line Railroad Company. Granted.
- RA-24—Abandoning station building at Cubitis. Atlantic Coast Line Railroad Company. Granted.
- RA-25—Abandoning station building at Markham. Atlantic Coast Line Railroad Company. Granted.
- RA-26—Abandoning station building at Francis. Atlantic Coast Line Railroad Company. Granted.
- RA-27—Abandoning station building at Lynchburg. Atlantic Coast Line Railroad. Granted.
- RA-28—Abandoning station building at Shingle Creek. Atlantic Coast Line Railroad Company. Granted.
- RA-29—Abandoning station building at Crown Point. Atlantic Coast Line Railroad Company. Granted.

- RA-30—Abandoning team track at Whorton. Atlantic Coast Line Railroad Company. Granted.
- RA-31—Abandoning station building at Ortona, Florida. Atlantic Coast Line Railroad Company. Granted.
- RA-32—Closing agency at Gillette. Atlantic Coast Line Railroad Company. Dropped.
- RA-33—Abandoning station building at Nittaw. Florida East Coast Railway. Granted.
- RA-34—Discontinuing Yelvington as lcl station. Florida East Coast Railway. Granted.
- RA-35—Poor telephone service. R. A. Willis, Greenwood, vs. West Florida Telephone Company. Dropped.
- RA-36—Passenger service, Live Oak. Samuel B. McGuire vs. Live Oak Perry and Gulf Railroad Company. Settled.
- REA-37—Discontinuing agency at Kathleen. Railway Express Agency, Inc. Granted.
- RA-38—Closing agency at Balm. Seaboard Air Line Railway. Granted.
- RA-39—Designating Sanderson as flag stop for Train 39. Seaboard Air Line Railway. Granted.
- TC-40—Telephone service. Clifford H. Meigs, Valparaiso vs. Southeastern Telephone Company. Settled.
- TC-41—Telephone service, Perry. R. H. Gibson vs. Gulf Telephone Company. Dropped.
- TC-42—Telephone service. Brown Lumber Company, Mt. Dora, vs. Florida Telephone Corporation. Pending.
- TC-43—Telephone service. Mrs. M. C. Leviner, Leesburg vs. Florida Telephone Corporation. Settled.
- TC-44—Height of lines at Leesburg Airport. Fighter Command School vs. Florida Telephone Corporation. Settled.
- TC-45—Service. Plymouth Citrus Growers Association vs. Florida Telephone Corporation. Settled.
- TC-46—Telephone charges. O. R. Burkart, Ft. Lauderdale, vs. Southern Bell. Pending.
- TC-47—Telephone charges. Make-Up Beauty Salon, Miami, vs. Southern Bell Telephone and Telegraph Company. Settled.
- TC-48—Telephone charges. Alexander & Baird Company, DeLand, vs. Southern Bell Telephone and Telegraph Company. Settled.

- TC-49—Installation charges. Dyson and Company, Noonan Construction Company, Lake City Airport vs. Southern Bell Telephone and Telegraph Company. Settled.
- TC-50—Service. Walter R. Gall, Zephyrhills, vs. Peninsular Telephone Company. Settled.
- TC-51—Charges for telephone service. Frank D. Akin, Miami, vs. Southern Bell Telephone Company. Settled.
- TC-52—Installation of service. Eric Pippin, Noma, Florida, vs. Southern Bell Telephone and Telegraph Company. Settled.
- TC-53—Poor service. Mrs. F. C. Hester, Leesburg, vs. Florida Telephone Corporation. Settled.
- RA-54—Closing Brandon agency. Seaboard Air Line Railway. Granted.
- RA-55—Discontinuing Bartow joint passenger station. Seaboard Air Line Railway and Atlantic Coast Line Railroad. Approved.
- RA-56—Abandoning station building at East Lake. Atlantic Coast Line Railroad Company. Granted.
- RA-57—Discontinuing Frontenac as lcl station. Florida East Coast Railway. Granted.
- RA-58—Abandoning station building at Gordonville. Atlantic Coast Line Railroad Company. Granted.
- RA-59—Abandoning station building at Hicora. Atlantic Coast Line Railroad Company. Granted.
- RA-60—Transferred to formal docket.
- RA-61—Discontinuing National Gardens as lcl station. Florida East Coast Railway. Granted.
- RA-62—Abandoning station building at Orange City Junction. Atlantic Coast Line Railroad Company. Granted.
- RA-63—Abandoning station building at Palm. Atlantic Coast Line Railroad Company. Granted.
- RA-64—Discontinuing Pineda as lcl station. Florida East Coast Railway. Granted.
- RA-65—Abandoning station building at Stanton. Atlantic Coast Line Railroad Company. Granted.
- RA-66—Abandoning station building at Taft. Atlantic Coast Line Railroad Company. Granted.
- RA-67—Removing team track at Vanderipe. Atlantic Coast Line Railroad. Granted.

- TC-68—Telephone charges. Eugene West vs. Florida Telephone Corporation. Settled.
- TC-69—Telephone charges. Naval Air Station, Jacksonville, vs. Southern Bell Telephone and Telegraph Company. Settled.
- TC-70—Installation of service. George W. Hardin vs. Southern Bell Telephone and Telegraph Co. Settled.
- TC-71—Service. J. C. Robinson, Apopka, vs. Florida Telephone Corporation. Settled.
- TC-72—Poor service. J. H. Kauffman, Eustis, vs. Florida Telephone Corporation. Settled.
- TC-73—Installation. D. L. Watson, St. Andrews, vs. Southern Bell Telephone and Telegraph Company. Settled.
- TC-74—Defective ringing service, Crescent City. Florida Telephone Corporation. Settled.
- TC-75—Installation. W. P. Frisz, Clermont, vs. Florida Telephone Corporation. Settled.
- TC-76—Interference in trunk line. Cherry Lake Farms vs. Southeastern Telephone Company. Settled.
- REA-77—Express service. Shell Producers Company, Rattlesnake, Florida, vs. Railway Express Agency, Inc. Settled.
- TC-78—Telephone rates, Palmora Park, Leesburg. T. C. Manly vs. Florida Telephone Corporation. Settled.
- TC-79—Telephone rates, Winter Haven. L. L. Collins vs. Peninsular Telephone Company. Settled.
- TC-80—Service. American Red Cross, Bradford County Chapter, vs. Starke Telephone Company. Settled.
- TC-81—Service. W. J. Watson, Orlando, vs. Winter Park Telephone Company. Settled.
- TC-82—Telephone rates. C. J. McLaughlin and O. P. A., Hollywood, vs. Southern Bell Telephone and Telegraph Company. Settled.
- TC-83—Service at Madison Exchange. City vs. Southeastern Telephone Company. Pending.
- TC-84—Service. St. Joseph Telephone and Telegraph Company, vs. Florida Public Utility Company and M. B. Knight vs. St. Joseph Telephone and Telegraph Company. Settled.
- RA-85—Reducing train service Kissimmee-St. Cloud. Atlantic Coast Line Railroad Company. Pending.

- RA-86—Abandoning team track, Parkland. Atlantic Coast Line Railroad Company. Granted.
- RA-87—Abandoning station building at Tildenville. Atlantic Coast Line Railroad Company. Granted.
- RA-88—Abandoning station building at Fordville. Atlantic Coast Line Railroad Company. Granted.
- RA-89—Abandoning spur track, Montague. Atlantic Coast Line Railroad Company. Granted.
- RA-90—Abandoning station building at Belle Meade. Atlantic Coast Line Railroad Company. Granted.
- RA-91—Abandoning station building, Ali. Atlantic Coast Line Railroad Company. Granted.
- RA-92—Abandoning station building, Paradise. Atlantic Coast Line Railroad Company. Granted.
- RA-93—Abandoning station building, Honore. Atlantic Coast Line Railroad Company. Granted.
- RA-94—Abandoning station building, East Sarasota. Atlantic Coast Line Railroad Company. Granted.
- RA-95—Abandoning station building, Hall City. Atlantic Coast Line Railroad Company. Granted.
- RA-96—Abandoning station building, Buchanan. Atlantic Coast Line Railroad Company. Granted.
- RA-97—Abandoning station building, Torrey. Atlantic Coast Line Railroad Company. Granted.
- RA-98—Abandoning side track adjacent to property of Florida Lime Products Company. Atlantic Coast Line Railroad Company. Pending.
- RA-99—Abandoning station building, Lake Mary. Atlantic Coast Line Railroad Company. Granted.
- RA-100—Abandoning stock pens, Westville. Louisville and Nashville Railroad Company. Granted.
- RA-101—Abandoning box-car body depot at Inwood. Louisville and Nashville Railroad Company. Granted.
- RA-102—Abandoning stock pens at Harold. Louisville and Nashville Railroad Company. Granted.
- RA-103—Abandoning box-car body depot, Criglar. Louisville and Nashville Railroad Company. Granted.

- RA-104—Retiring team track at Sherman. Seaboard Air Line Railway. Granted.
- RA-105—Abandoning team tracks at Estero, Bonita Springs, Bruing, Deer Lake. Seaboard Air Line Railway. Pending.
- RA-106—Changing flag stop from Kent to St. Marys—Passenger Trains 1 and 2. Southern Railway. Granted.
- RA-107—Abandoning station building at Lokosee. Florida East Coast Railway. Pending.
- RA-108—Abandoning Pocataw as lcl freight agency. Florida East Coast Railway. Granted.
- BTC-109—Transferred to formal docket.
- REA-110—Closing agency at Jasper, Florida, A. C. L. depot. Railway Express Agency, Inc. Granted.
- REA-111—Closing express agency at A. C. L. depot. Railway Express Agency, Inc. Granted.
- TC-112—Installation rates. Wm. G. Graham, St. Petersburg, vs. Peninsular Telephone Company. Settled.
- TC-113—Telephone installations. A. E. Snyder, W. L. Owens, Floral City and Inverness vs. Southern Bell Telephone and Telegraph Company. Settled.
- RA-114—Request for train service at Little River. J. A. Haynesworth et al, vs. Florida East Coast Railway. Pending.
- RA-115—Abandoning station building at Sumterville. Seaboard Air Line Railway. Pending.
- TC-116—Delivery service, Bonifay. E. J. Folmar vs. Western Union Telegraph Company. Settled.

**Motor Transportation
Department**

MOTOR TRANSPORTATION DEPARTMENT

During the calendar year 1942, the Commission had an average of eleven inspectors whose duties included the enforcement of provisions of the Florida Motor Transportation Act. During that period the inspectors made 138 arrests of which were 119 convictions; fourteen cases were dismissed and five are now pending. The inspectors during the same year traveled 280,610 miles in the performance of their duties.

**DIGEST OF APPLICATIONS FILED WITH THE
RAILROAD COMMISSION FOR 1942**

	Granted	Denied	Dismissed or withdrawn
Applications Common Carrier	10	1	6
Applications Contract Carrier	2	1	2
Application Limited Common Carrier	1		2
Application Transfer Certificate.....	12		
Application Schedules	1		
Applications Extension Certificate.....	17	2	

CERTIFICATES AND PERMITS IN EFFECT

Common Carrier Certificates	61
Contract Carriers	28
Interstate Special Permit Carriers	38
Intrastate Limited Common Carriers—(Household Goods).....	63
Certificate of Registration	40
Passenger Permits	218
Reciprocal Carriers	148

**NUMBER PIECES OF EQUIPMENT LISTED
WITH THE COMMISSION**

Common	1,630
Contract	499
Permit	1,506
Certificate of Registration	701
Reciprocal	1,762
Passenger Permits Issued	52

**THE FOLLOWING WRECKS WERE REPORTED BY TRUCK AND BUS
LINES TO THE RAILROAD COMMISSION FOR THE YEAR 1942**

**Bowman Taxi,
Marianna, Florida.**

Date of Accident, March 2, 1942. End of City limits Marianna. Ran into pedestrian, slightly injuring him. No damage to equipment.

**Lee's Coach Line,
Marianna, Florida.**

Date of Accident, August 10, 1942. About four miles south of Tallahassee, Florida. Driver of a truck ran into bus. No injuries. Damage \$200.00.

**Florida Motor Lines Corporation,
Jacksonville, Florida.**

Date of Accident, January 4, 1942, Tallahassee, Florida. In turning out of narrow alley, the baggage on top of bus caught and damaged a Neon sign. Property damage \$150.00. No injuries.

**Florida Motor Lines Corporation,
Jacksonville, Florida.**

Date of Accident, January 4, 1942, Ft. Lauderdale, Florida. Car ran through stop sign and bus collided with it. Property damage \$250.00. Equipment damage \$40.00.

**Florida Motor Lines Corporation,
Jacksonville, Florida.**

Date of Accident, January 5, 1942. Eight miles east of Tallahassee. Bus came upon several mules crossing the road and struck one of them. Damage to equipment \$200.00.

**Florida Motor Lines Corporation,
Jacksonville, Florida.**

Date of Accident, January 8, 1942, Tampa, Florida. Bus slowed down for intersection and negro woman who was changing seats fell in aisle. Wounded one passenger. Head and back bruised.

**Florida Motor Lines Corporation,
Jacksonville, Florida.**

Date of Accident, January 12, 1942, Ft. Lauderdale, Florida. Station wagon started to make left turn as bus was passing and the two vehicles collided. Property damage \$200.00. Equipment damage \$75.00.

**Florida Motor Lines Corporation,
Jacksonville, Florida.**

Date of Accident, January 15, 1942, St. Petersburg, Florida. Car started left turn as bus was passing and bus went into ditch to avoid collision. Equipment damage \$110.00. Six passengers wounded.

**Florida Motor Lines Corporation,
Jacksonville, Florida.**

Date of Accident, January 21, 1942, Jacksonville, Florida. Approaching car made short left turn into path of bus and struck bus. Equipment damage \$150.00. Property damage \$75.00. Others wounded, one.

**Florida Motor Lines Corporation,
Jacksonville, Florida.**

Date of Accident, January 28, 1942, one-half mile south of Melbourne, Florida. Car meeting bus veered across center line and side-swiped bus, striking bus at rear wheel. Property damage \$50.00. Equipment damage \$10.00.

**Florida Motor Lines Corporation,
Jacksonville, Florida.**

Date of Accident, February 14, 1942, West Palm Beach, Florida. Empty bus was parked and left in low gear with motor off, while driver was inside the bus station. It started to roll backwards down the inclined driveway and struck a parked car, injuring a woman who was entering the car. Property damage \$50.00.

**Florida Motor Lines Corporation,
Jacksonville, Florida.**

Date of Accident, March 21, 1942, one mile west of Marietta, Florida. Rear wheels became detached from bus allowing rear end of bus to drop to pavement. Wounded seven passengers and the bus driver.

**Florida Motor Lines Corporation,
Jacksonville, Florida.**

Date of Accident, March 27, 1942, six miles west of Branford, Florida. Truck started to make left turn into driveway as bus was passing and collision occurred. Property damage \$250.00. Equipment damage \$80.00. Three passengers wounded and one other.

**Florida Motor Lines Corporation,
Jacksonville, Florida.**

Date of Accident, April 16, 1942, approximately two miles north of Maitland, Florida. Bus skidded on wet road, striking a car and running across ditch, then wheels sank in wet sand and it rolled over on its side. Property damage \$25.00. Equipment damage \$200.00. Two passengers wounded.

**Florida Motor Lines Corporation,
Jacksonville, Florida.**

Date of Accident, May 3, 1942, one mile west of Jacksonville city limits. Car traveling at excessive speed cut out of line to pass another car and crashed head-on into approaching bus. Property damage \$250.00. Equipment damage \$300.00. Passengers wounded, two. Others killed, one. Others wounded, two.

**Florida Motor Lines Corporation,
Jacksonville, Florida.**

Date of Accident, May 8, 1942, New Port Richey, Florida. Lady stumbled in getting out of bus and in trying to avoid a fall she held

hard to the grab rails, but as she was very fat her hold was broken and she fell. Others killed, one.

**Florida Motor Lines Corporation,
Jacksonville, Florida.**

Date of Accident, May 9, 1942, Daytona Beach, Florida. Car ran stop street and was struck by bus. Property damage \$200.00. Equipment damage \$175.00. Others wounded, one.

**Florida Motor Lines Corporation,
Jacksonville, Florida.**

Date of Accident, May 11, 1942, Tampa Bus Station. In station driveway curve, a man got crushed between bus and station wall. Others killed, one.

**Florida Motor Lines Corporation,
Jacksonville, Florida.**

Date of Accident, May 14, 1942. Man claimed his neck got hurt as bus went over the hump of a small canal bridge at Stuart. Passengers wounded, one.

**Florida Motor Lines Corporation,
Jacksonville, Florida.**

Date of Accident, June 15, 1942, Jacksonville, Florida. Car ahead of bus made sudden stop and bus struck rear of car, which caught fire and burned. Property damage \$300.00. Equipment damage \$40.00. Others wounded, one.

**Florida Motor Lines Corporation,
Jacksonville, Florida.**

Date of Accident, June 11, 1942, Naranja, Florida. Truck was struck when it started to make left turn as bus was about to pass. Property damage \$160.00. Equipment damage \$60.00. Others wounded, two.

**Florida Motor Lines Corporation,
Jacksonville, Florida.**

Date of Accident, June 15, 1942, Jacksonville, Florida. Car ahead of bus made sudden stop and bus struck rear of car, which caught fire and burned. Property damage \$300.00. Equipment damage \$40.00. Others wounded, one.

**Florida Motor Lines Corporation,
Jacksonville, Florida.**

Date of Accident, June 20, 1942, St. Petersburg, Florida. Car ran red light and struck side of bus. Property damage \$150.00. Equipment damage \$5.00. Others wounded, one.

**Florida Motor Lines Corporation,
Jacksonville, Florida.**

Date of Accident, July 3, 1942, Malabar, Florida. Approaching truck veered across center line on curve and sideswiped bus. Property damage \$15.00. Equipment damage \$75.00. Passengers wounded, one; others wounded, one.

**Florida Motor Lines Corporation,
Jacksonville, Florida.**

Date of Accident, August 1, 1942, one mile south of Orange Park. Tie rod broke and caused bus to run off highway. Equipment damage \$25.00. Passengers wounded, one.

**Florida Motor Lines Corporation,
Jacksonville, Florida.**

Date of Accident, August 2, 1942, one-half mile south of Pompano, Florida. Motor backfired and caught on fire. Was extinguished without injury to anyone. Equipment damage \$450.00.

**Florida Motor Lines Corporation,
Jacksonville, Florida.**

Date of Accident, August 23, 1942, Winter Beach, Florida. Collided with private passenger car. Others killed, three; others wounded, one.

**Florida Motor Lines Corporation,
Jacksonville, Florida.**

Date of Accident, August 8, 1942, one and one-half miles south of Deerfield, Florida. Steering gear stuck and bus ran off road, scraping a pole. Equipment damage \$50.00. Passengers wounded, one.

**Florida Motor Lines Corporation,
Jacksonville, Florida.**

Date of Accident, September 6, 1942, Boynton, Florida. Car driven by drinking driver ran into rear of bus. Bus discharging passengers at time. Equipment damage \$250.00.

**Florida Motor Lines Corporation,
Jacksonville, Florida.**

Date of Accident, September 27, 1942, two miles south of Jupiter, Florida. Approaching vehicle crowded bus onto soft shoulder of the road. Soft shoulder road pulled bus into ditch, turning over on side into ditch. Equipment damage \$118.00. Passengers wounded, one.

**Florida Motor Lines Corporation,
Jacksonville, Florida.**

Date of Accident, October 17, 1942, 4 miles east of Winter Haven, Florida. Bus drove into muck smoke behind another car driving very

slowly. Man on side of road directing traffic called to bus driver to stop, that a car was just ahead of him. Bus had just stopped when truck ran into rear of bus. Bus had all running lights burning. Property damage \$30.00. Equipment damage \$300.00.

**Florida Motor Lines Corporation,
Jacksonville, Florida.**

Date of Accident, October 29, 1942, Miami, Florida. Bus crossing southwest 22nd avenue on Croal Way, light signal not working. Car came from the right and collided with right front fender of bus. Property damage \$50.00. Equipment damage \$30.00.

**Florida Motor Lines Corporation,
Jacksonville, Florida.**

Date of Accident, October 23, 1942, Bunnell, Florida. Right front tire blew out causing bus to go into ditch. Equipment damage \$2.00. Passengers wounded, one. Others wounded, one.

**Florida Motor Lines Corporation,
Jacksonville, Florida.**

Date of Accident, November 8, 1942, two and one-half miles north of Homestead, Florida. Right front brake froze causing bus to pull into ditch on side of road. Equipment damage \$500.00. Employees wounded, one; passengers wounded, four.

**Florida Motor Lines Corporation,
Jacksonville, Florida.**

Date of Accident, November 22, 1942, Kissimmee, Florida. Car driven by Eugene Wells weaving across road hit bus. Front of car hit right front of bus. Wells taken into custody by Kissimmee police department. Property damage approximately \$200.00.

**Florida Motor Lines Corporation,
Jacksonville, Florida.**

Date of Accident, November 29, 1942, Adams and Lee Streets, Jacksonville, Florida. In making left turn off Adams onto Lee Street, bus ran into drive of filling station, hitting gasoline pump and station steel girder columns. Bus was overcrowded. Property damage \$500.00. Equipment damage \$500.00. Passengers wounded, five.

**Florida Motor Lines Corporation,
Jacksonville, Florida.**

Date of Accident December 1, 1942, Lake Worth, Florida. Bus was travelling about 30 miles per hour when left front spring broke causing bus to swerve off the west side of the street over curb and onto lawn of tourist camp for a distance of about 60 feet. Passengers wounded, five. Property damage approximately \$15.00. Equipment damage \$20.00.

**Florida Motor Lines Corporation,
Jacksonville, Florida.**

Date of Accident, December 21, 1942, West Palm Beach, Florida. Bus crossing intersection at Highway No. 1 and 36th street, a city bus came into intersection. Right front of city bus hit left side of Florida Motor Lines bus. Traffic light turned red at about 35 feet before Florida Motor Lines bus reached intersection. Driver was afraid to try to stop in such a short distance. Passengers wounded, five. Property Damage approximately \$75.00. Equipment damage \$25.00.

**Florida Motor Lines Corporation,
Jacksonville, Florida.**

Date of Accident, December 17, 1942, Deerfield Junction. Bus was following a car, both going south. Car going north stopped to discharge passenger. Passenger started across road and car going south stopped. Bus ran into rear of car. Property damage approximately \$200.00. Equipment damage approximately \$10.00.

**Overseas Transportation Company, Inc.,
Miami, Florida.**

Date of Accident, February 12, 1942, at a point five miles south of Card Sound Bridge. Forced off highway by another car. Slight damage to equipment and cargo and no injuries, no fatalities.

**Overseas Transportation Company, Inc.,
Miami, Florida.**

Date of Accident, February 1, 1942, at a point two miles below Rockharbor. Collision with Buick sedan. Others wounded, three; others killed, one.

**Suddath Moving & Storage Company,
Tampa, Florida.**

Date of Accident, December 14, 1942, between High Springs and Lake City. Collision with guard rail. No injuries. Estimated damage to vehicle \$1,000; to cargo \$300.00.

**St. Andrews Bay Transportation Company,
Dothan, Alabama.**

Date of Accident, August 8, 1942, Cottondale, Florida. Ran into bicycle. Others wounded, one. Approximate damage to vehicle \$10.00; to other vehicle \$5.00.

**Seaboard Air Line Railway,
Jacksonville, Florida.**

Date of Accident, August 27, 1942, at Jacksonville, Florida. Collision. Damage to other vehicle about \$40.00. Others slightly wounded, three.

**Seaboard Air Line Railway,
Jacksonville, Florida.**

Date of Accident, May 4, 1942, at Fernandina, Florida. Trailer turned over on right side causing approximately three hundred dollars damage to trailer and approximately three or four hundred to tractor. No injuries.

**Southeastern Greyhound Lines,
Jacksonville, Florida.**

Date of Accident, March 14, 1942, one mile from Star, Florida. Collision—bicycle. Others killed, one.

**Southeastern Greyhound Lines,
Jacksonville, Florida.**

Date of Accident, March 19, 1942, one mile west Monticello, Florida. Hit pedestrian. Others killed, one.

**Southeastern Greyhound Lines,
Jacksonville, Florida.**

Date of Accident, May 29, 1942, Little River Bridge five miles east of Quincy, Florida. Mechanical failure causing bus to hit bridge. Estimated damage to bus \$3,500.00. Other property approximately \$50.00. Employees killed, one; passengers wounded, six.

**Southeastern Greyhound Lines,
Jacksonville, Florida.**

Date of Accident, July 27, 1942, one mile west of Quincy, Florida. Ran into back of another bus which was standing. Property damage \$250.00. No injuries.

**Southeastern Greyhound Lines,
Jacksonville, Florida.**

Date of Accident, August 16, 1942, near Tallahassee, Florida. Trailer of car swerved and hit bus. Property damage approximately \$40.00. Equipment damage \$25.00. Passengers wounded, two.

**Southeastern Greyhound Lines,
Jacksonville, Florida.**

Date of Accident, October 7, 1942, Ochlocknee River Slough Bridge, about ten miles west of Tallahassee, Florida. Collision. Property damages \$250.00. Equipment damages \$300.00. No injuries.

**Southeastern Greyhound Lines,
Jacksonville, Florida.**

Date of Accident, October 17, 1942, three miles east of Starke, Florida. Hit two cows in trying to avoid hitting a car. Approximate damage \$65.00. Equipment damage \$100.00. No injuries.

**Southeastern Greyhound Lines,
Jacksonville, Florida.**

Date of Accident, October 30, 1942, near Chaires, Florida. Collided with a horse in order to avoid hitting car. Damages \$125.00. Equipment damages \$200.00. No injuries.

**Southeastern Greyhound Lines,
Jacksonville, Florida.**

Date of Accident, December 4, 1942, Jacksonville, Florida. Another bus ran into a parked bus. Approximate damages to property \$30.00; to equipment \$1000.00. Four passengers wounded and one employee.

**Florida Motor Lines Corporation,
Jacksonville, Florida.**

Date of Accident, September 28, 1942, West Palm Beach, Florida. Milk truck ran into through street on which bus was traveling and stopped in front of bus. Damages \$350.00. Equipment damages \$750.00. Passengers wounded, two.

**Florida Motor Lines Corporation,
Jacksonville, Florida.**

Date of Accident, September 23, 1942, Tampa, Florida. Failure of driver of other vehicle to give signal when stopping in traffic lane. Damages \$60.00. Equipment damages \$20.00. Others wounded, one.

**Florida Motor Lines Corporation,
Jacksonville, Florida.**

Date of Accident, September 21, 1942, at Plant City, Florida. Car parked on highway without lights and passenger moving from car across highway caused bus and army truck, approaching from opposite direction, to try and avoid an accident. Both bus and army truck ran off highway on same side of street into driveway and collided about fifteen feet off of highway. Equipment damage \$20.00. Others wounded, one.

ORDER NO. 1597,

DOCKETS NOS. 975 AND 861.

**IN RE: AUTHORITY OF MOTOR FUELS TRANSPORT, INC., AND
PETROLEUM CARRIER CORPORATION TO TRANSPORT PACK-
AGE PETROLEUM PRODUCTS AS COMMON CARRIERS.**

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

By Order No. 1588 dated December 17, 1942, this proceeding was reopened for the purpose of hearing certain common carriers on the matter of the authority of Motor Fuels Transport, Inc., and Petroleum Carrier Corporation to transport package petroleum products as common

carriers. Hearing was held at the Thomas Jefferson Hotel, Tampa, Florida, on Wednesday, December 30, 1942.

John M. Allison, Attorney, Stovall Professional Building, Tampa, Florida, represented Central Truck Lines, St. Johns River Line Company, Great Southern Trucking Company, Fogarty Brothers Transfer and Susie G. James Truck Line.

A. Pickens Coles, Attorney, Tampa Theatre Building, Tampa, Florida, represented Tamiami Trail Tours, Inc.

T. B. Smith appeared for Central Truck Lines, Tampa, Florida.

W. A. Fox of Jacksonville, Florida, appeared for St. Johns River Line Company.

J. E. Fogarty represented Fogarty Brothers Transfer.

No one appeared in behalf of Motor Fuels Transport, Inc., or Petroleum Carrier Corporation.

2. By Order No. 1582, dated November 9, 1942, this Commission reaffirmed its Order of July 31, 1942, by which it made and constituted Motor Fuels Transport, Inc., and Petroleum Carrier Corporation common carriers of bulk petroleum products in tank trucks and also of package petroleum products and prescribed rates for the transportation of bulk petroleum products in tank trucks.

3. By Order No. 1587, dated December 3, 1942, it was ordered that the transportation of package petroleum products shall be governed by the rates and classification ratings as contained in Florida Motor Freight Tariff No. 3 (FRC Tariff MF No. 3).

4. On December 16, 1942, Central Truck Lines, Inc., St. Johns River Line, Company, Great Southern Trucking Company, Fogarty Brothers and James Truck Line, through their attorney John M. Allison of Tampa, Florida, petitioned this Commission for a reopening, rehearing and reconsideration of this proceeding and of Orders Nos. 1582 and 1587 for the purpose of hearing these carriers upon that part of these orders declaring Motor Fuels Transport, Inc., and Petroleum Carrier Corporation common carriers of package petroleum products.

5. At this hearing representatives of the common carrier truck lines who now handle, and have been handling for years, package petroleum products under tariff rates prescribed by this Commission, represented to the Commission that the authority granted to these two carriers to transport these commodities has seriously prejudiced and encroached upon the rights of the common carrier truck lines. They further contended that no sufficient testimony was ever adduced in the original hearing proving or attempting to prove, public convenience and necessity for the awarding of authority to these carriers to transport these com-

modities to all points in the State of Florida. They further testified that they were able, willing and ready, and fully equipped, to handle these products in their own trucks to all points served by them; and further agreed to serve such other points in the State convenient to their truck routes not now served upon direction of this Commission if adequate tonnage is offered. It was further brought out in the record that Motor Fuels Transport, Inc., one of the carriers authorized under prior orders to transport package petroleum products as common carriers, did not desire to transport these commodities.

6. The Commission having heard the testimony and being of opinion that the public will not suffer by the revocation of authority granted to these carriers to transport package petroleum products, and that the revenues of common carriers are being materially affected, approved from the bench the petition of the protesting common carriers and agreed that Orders Nos. 1582 and 1587 be amended so as to revoke the authority of Motor Fuels Transport, Inc., and Petroleum Carrier Corporation to transport package petroleum products.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that all right and authority conferred upon Motor Fuels Transport, Inc., and Petroleum Carrier Corporation to transport as common carriers package petroleum products be eliminated from Orders Nos. 1528, dated November 9, 1942 and 1587 dated December 3, 1942, and the said carriers be and the same are hereby restricted to the transportation as common carriers by motor vehicle of petroleum products in tank trucks only under the tariff rates heretofore approved by this Commission.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at Tampa, Florida, on December 30, 1942.

ORDER NO. 1596,

DOCKET NO. 987.

IN RE: APPLICATION OF SAM MARKS, OPA LOCKA, FLORIDA, FOR CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY AS A COMMON CARRIER TRANSPORTING FREIGHT FROM MIAMI TO KEY WEST, FLORIDA.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

This matter came on for hearing before the Railroad Commission of the State of Florida at Miami, Florida, on October 26, 1942, pursuant to Notice No. 819, dated September 26, 1942.

The following appeared:

Stuart Patton, Attorney at Law, Miami, Florida, for Applicant.

Leo P. Kitchen, Attorney at Law, Jacksonville, Florida, for Protestant, Overseas Transportation Company, Inc.

T. A. Leonard for Protestant, Leonard Brothers Transfer and Storage, Miami, Florida.

This is an application filed by Sam Marks of Opa Locka, Florida, for a Certificate of Public Convenience and Necessity as a Common Carrier transporting freight from Miami, Florida, to Key West, Florida.

This case was called on October 26, 1942, at 10:00 A. M., and the attorney for the applicant stated that his client was unable to be present, due to the fact that he was called out of the city because of an emergency, for the purpose of carrying on a defense contract. The attorney stated that applicant could appear before the Commission either Thursday, October 29, 1942, or Friday, October 30, 1942. The Commission continued the case until 10:00 A. M., Thursday, October 29, 1942, and granted a further continuance until 2:30 P. M., on the same date. The case was called and the attorney for the applicant stated that his client was unable to be present and moved for a further continuance, which was denied. The attorney then requested permission to withdraw the application.

Protestant, Overseas Transportation Company, Inc., was present and ready to offer evidence that it was adequately serving the territory covered by the application. It also appears from the records that this protestant investigated the applicant's alleged absence from the City and found that the facts had been misrepresented to the Commission; that applicant Sam Marks, was present in the City of Miami, Florida, when the case was called on October 26, 1942.

There seemed to be an amazing lack of good faith in the applicant's conduct, and the representations that were made to the Commission appeared to have been tainted with a tincture of beguilement. The Commission is of the opinion, however, that applicant's attorney was not at fault; and, for that reason, it will permit the application to be withdrawn.

WHEREFORE, it is CONSIDERED, ORDERED and ADJUDGED that application of Sam Marks of Opa Locka, Florida, for a Certificate of Public Convenience and Necessity, be and the same is HEREBY WITHDRAWN.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session in Miami, Florida on this the twenty-ninth day of October, 1942.

ORDER NO. 1595,

DOCKET NO. 1035.

IN RE: APPLICATION OF WESTCHESTER ASPHALT DISTRIBUTING CORPORATION OF WHITE PLAINS, NEW YORK, FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY AS A LIMITED COMMON CARRIER TRANSPORTING PAVING ASPHALT FROM THE BULK TERMINALS OF THE ASPHALT PRODUCING CORPORATION IN TAMPA TO CERTAIN POINTS IN FLORIDA WHERE CONSTRUCTION AND PAVING IS IN PROGRESS.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. On December 1, 1942, Westchester Asphalt Distributing Corporation filed its application for a Certificate of Public Convenience and Necessity as a Limited Common Carrier transporting paving asphalt from the Tampa area to various construction projects within a radius of approximately 150 miles of Tampa. This application is in due form and in accordance with law, and the proper insurance certificate has been furnished to this Commission.

2. It appears that at the present time the State Road Department of Florida has purchased large quantities of paving asphalt to be used on projects now under construction. On account of ODT regulations prohibiting the use of rail tank cars within a radius of 100 miles from the distribution center, it is impossible for this Department to obtain this asphalt by rail, and it is imperative that other means of transportation be obtained. The applicant represents that it has sufficient equipment to take care of the emergency, and that it is able and willing to perform this service satisfactorily to the State Road Department.

3. The Commission has examined the application and is familiar with the purpose thereof and is of opinion that public interest requires its granting.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of Westchester Asphalt Distributing Corporation of White Plains, New York, for a Certificate of Public Convenience and Necessity as a limited common carrier by motor vehicle transporting paving asphalt from the bulk terminals of the Asphalt Producing Corporation in the Tampa area to various construction projects within a radius of approximately 150 miles of Tampa, Florida, for the duration of the war and six months thereafter be, and the same is hereby GRANTED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 2d day of December, 1942.

ORDER NO. 1594,

DOCKET NO. 100-79.

IN RE: APPLICATION OF PETROLEUM CARRIER CORPORATION OF JACKSONVILLE, FLORIDA, FOR AN EXTENSION OF ITS CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 19, AUTHORIZING IT TO TRANSPORT AS A CONTRACT CARRIER PETROLEUM PRODUCTS FOR AMERICAN OIL COMPANY.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 814, dated July 17, 1942, this matter was set down for hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, for August 18, 1942. Under Notice No. 816, hearing at Tallahassee, Florida, was cancelled and this matter was set for hearing at the Tampa Terrace Hotel, Tampa, Florida, at 10 o'clock A. M. August 24th, 1942.

Martin Sack of Jacksonville, Florida, appeared for the applicant.

2. When the case was called, counsel for the applicant requested that the hearing be postponed until the determination of the application of Petroleum Carrier Corporation and Motor Fuels Transport, Inc., to be made common carriers. This motion was granted and this case was continued until the disposition of the above mentioned petition.

3. It now appears that by Order No. 1582 this Commission reaffirmed its order of July 31, 1942, by which it made and constituted Motor Fuels Transport, Inc., and Petroleum Carrier Corporation common carriers of bulk petroleum products in tank trucks, and prescribed rates for such transportation. As the present application is an application for approval of contract between Petroleum Carrier Corporation and American Oil Company for the transportation of petroleum products, and as Petroleum Carrier Corporation is no longer a contract carrier, and its Certificate No. 19, authorizing it to transport as a contract carrier, has been cancelled this application should be dismissed.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of Petroleum Carrier Corporation of Jacksonville, Florida, for an extension of its Certificate of Public Convenience and Necessity No. 19, authorizing it to transport in contract carriage petroleum products for American Oil Company be, and the same is hereby **DISMISSED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 3d day of November, 1942.

ORDER NO. 1593.

DOCKET NO. 981.

IN RE: APPLICATION OF JOHN P. NUTT AND HIS WIFE MILDRED LEE NUTT, DOING BUSINESS AS JOHN P. NUTT TRANSPORTATION COMPANY, FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY AS A COMMON CARRIER TRANSPORTING PETROLEUM PRODUCTS IN BULK IN FULL TANK TRUCK SHIPMENTS ONLY WITHIN A RADIUS OF 100 MILES OF TAMPA, FLORIDA, COVERING ALL ROADS AND TOWNS WITHIN SAID AREA.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 813, dated July 7, 1942, this matter came on for formal hearing before the Railroad Commission of the State of Florida at the Hillsborough Hotel, Tampa, Florida, on July 27, 1942 at 10 o'clock A. M.

Alton Peacock of Tampa, Florida, appeared for applicant.

Martin Sack of Jacksonville, Florida, appeared for Petroleum Carrier Corporation and Motor Fuels Transport, Inc.

Wallace Sturgis of Ocala, Florida, appeared for J. J. Blalock.

2. John P. Nutt, the applicant, formerly operated under Certificate of this Commission as Petroleum Carrier Corporation, contract carriers of petroleum products. He testified that various companies operating within a radius of 100 miles of Tampa, Florida, (on account of the effect of ODT Order No. 7, which limited the number of rail tank cars and prohibited the use of such tank cars within a radius of 100 miles from point of distribution) were in a serious condition in the matter of obtaining fuel oil, and had asked that he make a survey of the territory within 100 miles of Tampa with a view of asking authority of this Commission for a Certificate of Public Convenience and Necessity as a common carrier of these products in order that he might serve the consumers in this radius. A witness, representing a phosphate company, also testified that the applicant had formerly served his company in transporting Bunker "C" fuel oil as a contract carrier and that his service was satisfactory, and that his company needs someone to transport fuel oil since the issuance of ODT Order No. 7.

3. Protestants contended that there are now various contract carriers in the field ready and willing to contract with all parties needing these products, and that there is no public convenience and necessity for the issuance of the Certificate applied for. One of the protestants especially testified that he was under contract with some of the oil companies and with most of the consumers within a radius of 100 miles of Tampa who are using Bunker "C" oil, and that he was transporting

this oil to them and that he had sufficient and available equipment for any service that was needed or desired in this operation. He further testified that he was ready and willing to contract with those individuals who utilized Bunker "C" fuel oil on the basis of rail rates, and that his equipment was sufficient to perform the service.

4. The Commission has carefully considered the record in this case and is of opinion that no public convenience and necessity exists for the operation proposed, and that the application should be denied.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of John P. Nutt and his wife Mildred Lee Nutt, doing business as John P. Nutt Transportation Company, for a Certificate of Public Convenience and Necessity as a common carrier transporting petroleum products in bulk in full tank truck shipments within a radius of 100 miles of Tampa Florida, covering all roads and towns within said area, be, and the same is hereby, **DENIED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 15th day of December, 1942.

ORDER NO. 1592,

DOCKET NO. 1039.

IN RE: APPLICATION OF SANFORD EQUIPMENT COMPANY OF SANFORD, FLORIDA, A FLORIDA CORPORATION, FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY TO OPERATE A PASSENGER SERVICE BY MOTOR VEHICLE OVER VARIOUS ROUTES IN SEMINOLE COUNTY CONNECTING THE SUBURBAN TOWNS WITH SANFORD FOR THE DURATION OF THE WAR AND SIX MONTHS THEREAFTER.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. On December 12, 1942 Sanford Equipment Company of Sanford, Florida, filed with this Commission its application for a Certificate of Public Convenience and Necessity as a common carrier by motor vehicle transporting passengers over the routes set out in Exhibit "D" attached to said application. It asked for its Certificate to be limited for the duration of the war and six months thereafter.

2. The purpose of this Certificate is to enable Sanford Equipment Company to serve various suburban towns in Seminole County and connect them with Sanford, which is the County seat of said county and the trading center of that area. It represents to the Commission the regulation of gasoline and tires makes it necessary for the convenience

of the people living in outlying communities that some mode of transportation be instituted so that they may be able to reach Sanford, which is their marketing place.

3. Florida Motor Lines Corporation has a Certificate of Public Convenience and Necessity authorizing it to operate over a part of this route into Sanford, Florida, but in view of the fact that this applicant is seeking a Certificate only for the duration of the war and six months thereafter it offers no objection to the granting of the application.

4. The Commission has considered the application and is of opinion that the convenience of the people residing in Seminole County who desire to get to Sanford as a trading center, requires the granting of this application under the limitations asked for. The Commission has also examined Exhibit "A," which is Balance Sheet of Seminole Equipment Company, and it appears from that exhibit that the company is financially able to carry on this operation.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of Seminole Equipment Company for a Certificate of Public Convenience and Necessity authorizing it to transport passengers by motor vehicle over the following routes:

ROUTE 1.

Beginning at the corner of 1st Street and Park Avenue at Sanford, run east on 1st Street to Mellonville Avenue; south on Mellonville Avenue to State Road 44; east on State Road 44 to Geneva, Florida. South on State Road 44 to the junction of State Road 202 and 44. Over State Road 202 into Oviedo. Over State Road 203 from Oviedo to the intersection of Longwood-Wagner Road; over Longwood-Wagner Road to the intersection of State Road No. 3; South on State Road No. 3 to Seminola Boulevard; west on Seminola Boulevard to the old Orlando-Sanford Road. North on the old Orlando-Sanford Road to Longwood, continuing north on the old Orlando-Sanford Road to the junction of the Country Club-Lake Mary Road; north on the Country Club-Lake Mary Road to Lake Mary. Continue on the Country Club-Lake Mary Road to the intersection of Hughey Street in the City of Sanford. East on Hughey Street to Park Avenue and north on Park Avenue to 1st Street.

ROUTE 2.

Beginning at 1st Street and Park Avenue, run south to Hughey or 20th Street in Sanford; west to the intersection of Hughey Street and the Country Club Road; south over the Country Club Road to the town of Lake Mary; south

to the intersection of the Country Club Road and the old Sanford-Orlando Road; south on the old Sanford-Orlando Road to Seminola Boulevard; east on Seminola Boulevard to the intersection of State Road No. 3; north on State Road No. 3 to 1st Street and Park Avenue at Sanford.

for the duration of the war and six months thereafter, be and the same is hereby GRANTED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 15th day of December, 1942.

CITATION

ORDER NO. 1591,

DOCKET NO. 100-53.

IN RE: COMPLAINT AGAINST FIVE TRANSPORTATION COMPANY OF BRUNSWICK, GEORGIA, FOR FAILURE TO FILE AN ACCEPTABLE AND CORRECT ANNUAL REPORT OF ITS OPERATIONS FOR THE YEAR 1941.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. By Order No. 1561 dated the 18th day of August, 1942, Five Transportation Company of Brunswick, Georgia, was found guilty of failure to file an acceptable and correct Annual Report for the year 1941, and penalties were assessed against it as follows:

- (1) REVOCATION OF CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 15.
- (2) PAYMENT TO THE TREASURER OF THE STATE OF FLORIDA OF THE SUM OF \$50.00 AS A FINE.

Said order further provided that the payment of said fine of \$50.00 on or before the 31st day of August, 1942 would be accepted as full satisfaction of the judgment therein rendered. It now appears that said fine of \$50.00 has been paid.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the payment of said fine of \$50.00 by Five Transportation Company is accepted as full satisfaction of the judgment rendered against it and said judgment is hereby satisfied, and the Citation proceedings be and the same are hereby DISMISSED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 3d day of December, 1942.

ORDER NO. 1590,

DOCKETS NOS. 339; 100-121 AND 100-139.

IN RE: JOINT APPLICATION OF PAN AMERICAN GREYHOUND LINES, INC., FLORIDA MOTOR LINES CORPORATION AND ATLANTIC GREYHOUND CORPORATION FOR APPROVAL OF OPERATIONS IN ACCORDANCE WITH THE TERMS, CONDITIONS AND DIRECTIONS AND REQUIREMENTS OF SPECIAL ORDER ODT B-30 ISSUED BY THE DIRECTOR OF DEFENSE TRANSPORTATION NOVEMBER 10, 1942.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. On November 10, 1942 the Director of Defense Transportation issued his Special Order ODT B-30 directing coordination of operations of passenger carriers between New York and Miami, Florida, which order affected Pan American Greyhound Lines, Inc., Florida Motor Lines Corporation and Atlantic Greyhound Corporation in their operations within the State of Florida. This order was to become effective on November 24, 1942. Attention of this Commission was called to this order and it issued temporary authority to these carriers on November 21, 1942 authorizing them to comply with Special Order ODT B-30, and to file their application with this Commission for an order on the matter.

2. Pan American Greyhound Lines, Inc., Florida Motor Lines Corporation and Atlantic Greyhound Corporation, each of whom are common carriers of passengers by motor bus operating in the State of Florida, have now filed their joint application for approval of operations in accordance with the terms of Special Order ODT B-30. Under the terms of this order these carriers are to make joint use of the others' operating authority, to pool traffic and operations and to honor each other's tickets between all points common to their lines where equal fares apply and divert to each other traffic routed between such points for the purpose of relieving overloads and reducing the operation of additional equipment in extra sections in order that vital equipment might be utilized and rubber saved.

3. The Commission has carefully considered the application and is of opinion that the same should be granted.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the joint application of Pan American Greyhound Lines, Inc., Florida Motor Lines Corporation and Atlantic Greyhound Corporation for approval of operations in accordance with the terms, conditions, directions and requirements of Special Order ODT B-30, issued by the Director of Defense Transportation on November 10, 1942, to become effective as of November 24, 1942, and to continue so long as such order and extensions, supplements

or amendments thereto may remain in effect, be and the same is hereby APPROVED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 15th day of December, 1942.

CITATION

ORDER NO. 1589,

DOCKET NO. 789.

IN RE: CITATION AGAINST AIR BASE BUS LINES, INC., OF TAMPA, FLORIDA, FOR FAILURE AND REFUSAL TO FILE PROPER MILEAGE TAX REPORTS AND FOR FAILURE AND REFUSAL TO PAY MILEAGE TAXES FOR THE MONTHS OF NOVEMBER AND DECEMBER 1941, AND FROM JANUARY TO SEPTEMBER, INCLUSIVE, 1942, AS REQUIRED BY THE STATUTES OF THE STATE OF FLORIDA.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Citation Order dated November 18, 1942, this matter came on for hearing before the Railroad Commission of the State of Florida at the Tampa Terrace Hotel, Tampa, Florida, on the 30th day of November, 1942 at 10:00 A. M.

A. Pickens Coles, Esq., appeared for respondent, Air Base Bus Lines, Inc.

2. Air Base Bus Lines, Inc., of Tampa holds a Certificate from this Commission to operate as a common carrier by motor vehicle of passengers and light express between its terminals in Tampa, Florida, and MacDill Field, and between its Tampa terminals, Tampa, Florida, and Drew Field. It obtained these rights by assignment and transfer of operating rights previously held by the Tamiami Trail Tours, Inc. The assignment and transfer of the operating rights of Tamiami Trail Tours, Inc., to Air Base Bus Lines, Inc., was approved by this Commission by Order No. 1397 dated February 7, 1941.

3. The records of the Railroad Commission in reference to these operations show as follows:

- (a) By Order No. 1250, dated January 18, 1940, the application of Tamiami Trail Tours, Inc., of Tampa, Florida, for an extension of its Certificate of Public Convenience and Necessity No. 28, to include the transportation of passengers and light express between Tampa, Florida, and MacDill Field, the United States Army Air Base, was granted. The Tamiami

Trail Tours, Inc., immediately began its operations between its Tampa terminals and MacDill Field under authority of this order.

- (b) At this time Tampa Transit Company was operating busses within the City of Tampa, and also to MacDill Field under authority of a Permit issued by the City of Tampa. It had no Certificate from the Railroad Commission. On January 25, 1940 Tamiami Trail Tours, Inc., filed its bill of complaint for an injunction against Tampa Transit Company in the Circuit Court of the Thirteenth Judicial Circuit in and for Hillsborough County, Florida alleging that the defendant was operating without authority of the Railroad Commission, and on February 3, 1940, Judge L. L. Parks of this Court granted a temporary restraining order restraining the defendant from operating motor highway passenger busses for compensation in the territory South of Memorial Highway and West of Howard Avenue, the City limits of the City of Tampa, Florida, until such time as it had secured proper authority from the Railroad Commission of the State of Florida to conduct said operation.
- (c) Tampa Transit Company of Tampa, Florida, thereupon and on February 15, 1940, filed with this Commission its petition to intervene in the proceeding by which Tamiami Trail Tours, Inc., was granted a Certificate to operate between Tampa and MacDill Field and asked this Commission to reopen, rehear and reconsider Order No. 1250 for the purpose of allowing it to show that the territory involved was adjoining suburban territory and not subject to the jurisdiction of the Commission. Hearing on this petition of intervention was had at the Chamber of Commerce Building, Tampa, Florida, at 10:00 A. M. on March 5th, 1940. At the hearing Tampa Transit Company was allowed to intervene and testimony was taken on the question of the jurisdiction of the Commission over the territory involved. After the completion of the hearing the Commission entered its Order No. 1290, dated March 14, 1940, by which it held that that portion of the territory between the city limits of Tampa and MacDill Field, described as West of Howard Avenue lying between Grand Central Avenue and Gandy Boulevard, is adjoining suburban territory to the city of Tampa but that portion of the territory South of Gandy Boulevard up to and including MacDill Field, the United States Army Air Base, is not adjoining suburban territory, and that motor vehicles operating into this territory are within the jurisdiction of the Commission.

The Commission also reaffirmed the right of Tamiami Trail Tours, Inc., to operate in common carriage transporting passengers and light express between Tampa and MacDill Field.

- (d) Tampa Transit Company of Tampa, Florida, thereupon filed its application with this Commission for a Certificate of Public Convenience and Necessity to transport passengers by motor vehicle between Tampa, Florida, and MacDill Field, the United States Army Air Base. This application was heard on April 16, 1940. Tamiami Trail Tours, Inc., appeared through its counsel and protested the granting of this application. The Commission, after hearing and careful consideration of the evidence in this case, by its Order No. 1296, dated May 10, 1940, held that since Tamiami Trail Tours, Inc., was now operating into this territory and serving the field and had offered to increase its service to whatever extent public convenience and necessity required that there existed no public convenience and necessity for other transportation companies to operate in this field and denied the application of Tampa Transit Company. Since this order Tampa Transit Company has continued to operate within the city limits of Tampa and that part of the territory held to be adjoining territory by this Commission but has not been permitted to operate to MacDill Field.
- (e) By Order No. 1333, dated August 16, 1940, this Commission granted the application of Tamiami Trail Tours, Inc., for an extension of its Certificate to operate in common carriage of passengers, baggage and light express between Tampa, Florida, and MacDill Field to include also the operation between Tampa and Drew Field.

3. From January 18, 1940, the date of the issuance of authority to Tamiami Trail Tours, Inc., to operate between its Tampa terminals and MacDill Field, Tamiami Trail Tours, Inc., paid its mileage tax on its operation using for mileage tax purposes a distance of sixteen (16) miles round trip from Tampa to MacDill Field. It also paid mileage taxes on its operation from Tampa to Drew Field using for tax purposes a round trip distance of eleven (11) miles from Tampa to Drew Field from August 16, 1940, the date of its authority to operate into Drew Field. This mileage tax was paid by Tamiami Trail Tours, Inc., up to and including February 7, 1941 when it transferred and assigned its operation to Air Base Bus Lines, Inc., of Tampa. Air Base Bus Lines, Inc., continued to pay this mileage tax based on these round trip mileages until November 1941 when it refused to pay mileage taxes on its full mileage and claimed the right to pay on a basis of four (4) miles for each round trip to these two fields.

4. This Commission received a letter from Honorable J. M. Lee, Comptroller, dated February 9, 1942, as follows:

"Florida Railroad Commission
Tallahassee, Florida

Attention: Mr. Patten

Gentlemen:

The Air Base Bus Line of Tampa holds a certificate from the Railroad Commission to do a for hire passenger business between Tampa and Drew Field and between Tampa and McDill Field.

Up to the month of November, 1941, it had used, for mileage tax purposes a round trip distance of 11 miles from Tampa to Drew Field and 16 miles from Tampa to McDill Field, figuring the actual distance from the bus station in Tampa to the terminus at each field. Beginning with the month of November, upon advice of Attorney Pickens Coles, it is paying mileage taxes on the basis of four miles for each round trip to these fields, figuring the distance only from city limits to the terminus in each case.

"Kindly advise if this change was made with the approval of the Railroad Commission and if not, what is the Commission's ruling on the matter. In making an audit of this company's mileage tax records recently, we left the matter of additional taxes due in abeyance until a definite ruling could be had from the Commission.

Yours very truly,

J. M. LEE, Comptroller

s/ C. E. Bradley, Chief Clerk
Motor Fuel & Transportation Dept."

This letter and the file in this matter was handed to the Counsel of the Commission for his opinion. He wrote an opinion setting out the facts and the law and held that Air Base Bus Lines, Inc., was liable for the full mileage taxes travelled between its terminals within the city of Tampa to and from MacDill and Drew Fields. A copy of this letter was sent to the Comptroller of the State of Florida.

5. On November 5, 1942 Honorable J. M. Lee, Comptroller, wrote to this Commission as follows:

"Florida Railroad Commission
Tallahassee, Florida

Gentlemen:

Recently our field auditors checked mileage tax records of the Air Base Bus Line at Tampa covering operations during the

period January to September, inclusive, 1942. They assessed mileage against this company on the basis of actual miles traveled from Tampa Bus Station to MacDill and Drew Fields, and found that they had reported and paid mileage taxes short for this period in the amount of \$4,245.67; on a previous audit, this company was checked short in the amount of \$457.03 on operations during November and December 1941, making a total of unpaid mileage taxes through the month of September of \$4,702.70. Demand was made for the payment of the tax upon authority of letter dated June 12, 1942 by Mr. Turnbull as Counsel for the Commission.

Our auditors were advised that Mr. Pickens Coles, Attorney for Air Base Bus Line, had advised the company to decline payment of the additional tax, stating that distance figured from Tampa city limits to MacDill and Drew Fields was the proper basis for computing the tax.

The foregoing information, for whatever action the Commission deems advisable.

Yours very truly,
J. M. LEE, Comptroller

C. E. Bradley, Chief Clerk
Motor Fuel & Transp. Dept."

6. Upon receipt of this letter this Commission issued its Citation to Air Base Bus Lines, Inc., as it is required by the statute to do, and hearing was had as hereinbefore mentioned.

7. The respondent, Air Base Bus Lines, Inc., admitted on the record that prior to November 1941 it had paid mileage taxes on a basis of sixteen (16) cents per round trip to MacDill Field, and on basis of eleven (11) cents per round trip to Drew Field. That since November 1941 it had only filed its Mileage Tax Reports and paid its mileage taxes on the basis of four (4) cents per round trip to MacDill Field and four (4) cents per round trip to Drew Field. It contended that by reason of the action of this Commission in declaring a certain portion of the territory between Tampa and MacDill Field to be adjoining suburban territory that it should not pay taxes over this territory. However, it admits that this Commission has not held any of the territory outside of the city limits and between the city limits and Drew Field to be adjoining suburban territory, and yet they have not paid this tax on the full mileage basis.

The record shows that this company is now operating more than one hundred schedules per day between Tampa and MacDill Field, and more than one hundred schedules per day between Tampa and Drew Field. It further shows that very few of the passengers transported

are passengers bound for points in the city or the adjoining suburban territory but about eighty percent of them are passengers that are transported between Tampa and these two fields. A charge of 10¢ each way is made for the operation between Tampa and these fields but a charge of 5 cents is made between Tampa up to and including the limits of the adjoining suburban territory.

8. The Commission has carefully considered the record in this case and makes the following findings:

- (1) That the statutes require that there shall be collected by the Comptroller of the State from every Auto Transportation Company which has been granted a Certificate of Public Convenience and Necessity mileage taxes for every mile traveled for compensation by motor vehicles of such Auto Transportation Company over the public highways of the State of Florida. That the statutes also define the term "public highway" as meaning every public street, road or highway in this State. The statute also provides that this mileage tax shall be in lieu of all other taxes and fees of every kind, character and description, State, County or Municipal, except ad valorem taxes levied upon the property other than motor vehicles of such auto transportation company, and except the gasoline tax and except the motor vehicle license tax.

The statute also requires that if it shall appear that the holder of any certificate has wilfully failed to keep correct mileage reports of the mileage traveled over the public highways in carriage authorized by its Certificate or permit, or to pay mileage taxes as provided by the statute, it shall be the duty of the Commission, if such default be not remedied within ten days, to and the Commission shall forthwith suspend for a fixed period in its discretion or revoke the Certificate of such Auto Transportation Company.

- (2) That Air Base Bus Lines, Inc., of Tampa, Florida, paid its mileage taxes up to November 1941 using the proper and correct round trip distances of eleven miles from Tampa to Drew Field and sixteen miles from Tampa to MacDill Field, figuring the actual distances from the bus station in Tampa to the boundaries of such fields.
- (3) That on its operations for the months of November and December 1941 it is due the State of Florida the sum of \$457.03, and on its operations during the period of January to September inclusive of 1942 it is due the State \$4,245.67, making a total of unpaid mileage taxes through the month of September 1942 of \$4,702.70.

- (4) That the action of this Commission in declaring certain territory outside the limits of Tampa and on the way to MacDill Field adjoining suburban territory does not operate to exempt Air Base Bus Lines, Inc., from its jurisdiction and from the obligation to pay the mileage taxes between its terminals in Tampa and MacDill Field.
- (5) That there is no reason even assigned by the Air Base Bus Lines, Inc., why it should not pay its full mileage taxes on its route between Tampa and Drew Field.
- (6) That the result of the holding of this Commission that that portion of the territory South of Gandy Boulevard up to and including MacDill Field is not adjoining suburban territory had the effect of protecting the operations of Air Base Bus Lines, Inc., from competition with city bus lines and taxicabs in its operations to MacDill Field, and also had the effect of exempting all of the operations of Air Base Bus Lines, Inc., from the jurisdiction of the city and exempted it from the payment of all taxes and fees of every kind that might have been imposed upon it by the City of Tampa, and which are imposed upon city busses and city taxi cabs, which are not under the jurisdiction of this Commission.
- (7) That the failure and refusal to file with the Comptroller of the State a sworn statement showing the mileage made over the public highways of the State during the months of November 1941 to September 1942 inclusive, and the filing with the Railroad Commission of a duplicate of such statement, and failure and refusal to pay mileage taxes due for such period, is a wilful violation of the law.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that Air Base Bus Lines, Inc., of Tampa, Florida is guilty as charged in said Citation and has incurred a penalty which penalty is hereby fixed as follows:

- (a) **REVOCATION OF ITS CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 236.**

It is further **ORDERED** that Air Base Bus Lines, Inc., be and it is hereby **REQUIRED** to pay to the Comptroller of the State of Florida the sum of \$4,702.70, the amount the Comptroller has determined is due for unpaid mileage taxes for the period November 1941 through September 1942.

It is further **ORDERED** that this order shall be and become effective sixty days from the date hereof, and that the payment to the Comptroller of the State of the sum of \$4,702.70 on or before said date will be accepted as full satisfaction of the judgment herein rendered.

otherwise the revocation of said Certificate of Public Convenience and Necessity No. 236 shall stand and be enforced on such date.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 17th day of December, 1942.

ORDER NO. 1588,

DOCKETS NOS. 975 AND 861.

IN RE: PETITION OF MOTOR FUELS TRANSPORT, INC., AND PETROLEUM CARRIER CORPORATION TO BE CLASSIFIED AS COMMON CARRIERS BY MOTOR VEHICLE OF PETROLEUM PRODUCTS IN BULK IN TANK TRUCKS RETAINING AUTHORITY TO TRANSPORT PACKAGE PETROLEUM PRODUCTS UNDER CONTRACT.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. By Order No. 1582 dated November 9, 1942, this Commission reaffirmed its Order of July 31, 1942, by which it made and constituted Motor Fuels Transport, Inc., and Petroleum Carrier Corporation common carriers of bulk petroleum products in tank trucks and also of package petroleum products and prescribed rates for the transportation of bulk petroleum products in tank cars.

2. By Order No. 1587, dated December 3, 1942, it was ordered that the transportation of package petroleum products shall be governed by the rates and classification ratings as contained in Florida Motor Freight Tariff No. 3 (FRC Tariff MF No. 3).

3. On December 16, 1942 Central Truck Lines, Inc., St. Johns River Line Company, Great Southern Trucking Company, Fogarty Brothers and James Truck Line through their attorney, John M. Allison of Tampa, Florida, petitioned this Commission for a reopening, rehearing and reconsideration of this proceeding and of Orders Nos. 1582 and 1587 for the purpose of hearing these carriers upon that part of these orders declaring Motor Fuels Transport, Inc., and Petroleum Carrier Corporation common carriers of package petroleum products. Petitioners allege that the making of these carriers common carriers of package petroleum products has seriously prejudiced and encroached upon their rights and they desire a hearing before the Commission on this question.

4. The Commission has carefully considered this petition and is of opinion that the interests of the public require that it be granted.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that this proceeding be and it is hereby reopened for the sole purpose of considering that part of

Orders No. 1582 and 1587 relating to the common carriage of package petroleum products by Motor Fuels Transport, Inc., and Petroleum Carrier Corporation, and this matter is hereby set down for further hearing at the THOMAS JEFFERSON HOTEL, TAMPA, FLORIDA, on Wednesday DECEMBER 30, 1942 at 9:30 A. M.

At said time and place all parties interested will have an opportunity to be fully heard.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 17th day of December, 1942.

ORDER NO. 1587,

DOCKETS NOS. 975 AND 861.

IN RE: PETITION OF MOTOR FUELS TRANSPORT, INC., AND PETROLEUM CARRIER CORPORATION TO BE CLASSIFIED AS COMMON CARRIERS BY MOTOR VEHICLE OF PETROLEUM PRODUCTS IN BULK IN TANK TRUCKS RETAINING AUTHORITY TO TRANSPORT PACKAGE PETROLEUM PRODUCTS UNDER CONTRACT UNDER TARIFF RATES SUBMITTED WITH SUCH PETITION.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

By Order No. 1582, this Commission reaffirmed its Order of July 31, 1942, by which it made and constituted Motor Fuels Transport, Inc., and Petroleum Carrier Corporation Common Carriers of bulk petroleum products in tank trucks and also of package petroleum products and prescribed rates for the transportation of bulk petroleum products but prescribed no rates for the transportation of package petroleum products and failed to fix a date when said Order and the rates prescribed therein should become effective, and it now appearing that rates for the transportation in common carriage of package petroleum products should be prescribed and that an effective date for said Order should also be fixed in order that those for whom these carriers are transporting petroleum products under contract may be protected:

WHEREFORE, It is CONSIDERED, ORDERED and ADJUDGED by the Railroad Commission of the State of Florida that Order No. 1582, and the rates set out in Appendix "A" of said Order shall BE and BECOME effective on January 10, 1943.

It is FURTHER ORDERED that the transportation of package petroleum products shall be governed by the rates and classification ratings as contained in Florida Motor Freight Tariff No. 3 (FRC Tariff MF No. 3).

It is FURTHER ORDERED that Motor Fuels Transport, Inc., and Petroleum Carrier Corporation shall continue to transport bulk petroleum products under present contract rates until such time as Order No. 1582 and the rates prescribed in Appendix "A" attached thereto shall become effective; provided that they may on new business quote rates on such products that will produce not more than fifteen (15¢) cents per truck mile.

It is FURTHER ORDERED that the Rules and Regulations attached to and made a part of Order No. 1582 BE and the same are HEREBY CANCELLED and REVOKED and the carriers named in said Order BE and they are HEREBY REQUIRED to file their tariff or tariffs embracing the rates set out in Appendix "A" and also containing such reasonable rules and regulations as they may propose for the approval of this Commission on or before January 1, 1943.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, on this the third day of December, 1942.

ORDER NO. 1586,

DOCKET NO. 736.

IN RE: APPLICATION OF MIAMI-OPA LOCKA BUS LINES, INC., OF MIAMI, FLORIDA, FOR EXTENSION OF ITS CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY AS A COMMON CARRIER TO TRANSPORT PASSENGERS AND LIGHT EXPRESS FROM MIAMI, FLORIDA, 34 S. W. 1ST STREET, BISCAYNE BOULEVARD, 36TH STREET, N. E. 2D AVENUE (MIAMI SHORES), N. E. 6TH AVENUE (BISCAYNE PARK, NORTH MIAMI AND ULETA, GOLDEN GLADES ROAD AND/OR WEST DIXIE HIGHWAY (NORTH MIAMI BEACH) AND SUNNY ISLES.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

This application came on for formal hearing before the Railroad Commission of the State of Florida at the Town Hall of North Miami, Florida, on Monday, November 2, 1942, pursuant to Notice No. 820, dated October 16, 1942.

The following appeared:

Robert C. Lane, Attorney for the Miami-Opa Locka Bus Lines, Inc., 708 Huntington Building, Miami Florida.

Troy C. Davis, Attorney, 1008 Congress Building, Miami, Florida, representing J. F. Long, protestant.

Sidney H. Hoehl, Assistant City Attorney, representing City of Miami, Florida.

Lee M. Worley, Langford Building, Miami, Florida, representing Miami Transist Company.

Wilson Trammell, Attorney, First Trust Building, representing Biscayne Gardens.

George F. Meister, Attorney, representing Town of North Miami, Florida.

Roland R. Sweet, Attorney, representing North Miami Beach, Florida.

This is an application filed by the Miami-Opa Locka Bus Lines, Inc., of Miami, Florida, for an extension of its common carrier Certificate of Public Convenience and Necessity No. 229 to provide for an operation starting from the Company's downtown Miami Bus Terminal located at 34 S. W. First Street, thence down Flagler Street to Biscayne Boulevard, thence North on Biscayne Boulevard as far as 36th Street and thence left from 36th Street to N. E. 2d Avenue and North on N. E. 2d Avenue through little River to 95th Street and Miami Shores, thence right to N. E. 6th Avenue to 115th Street, thence right to N. E. 8th Avenue to 125th Street and left on 125th Street to N. E. 6th Avenue, thence North up through Biscayne Gardens and Uleta, thence over to Golden Glades Road to North Miami Beach and Sunny Isles.

The application was amended at the hearing without objection to include a route from North Miami over the East Dixie Highway and over Gratney Drive to NW 7th Avenue, where it would intersect the applicant's present operation.

Many citizens of the Town of North Miami and the City of North Miami Beach and Biscayne Gardens appeared and testified that there was a great need for the proposed service and that the service, heretofore rendered over the route by the Miami-Opa Locka Bus Lines, Inc., under temporary authority granted by the Commission pending formal hearing, was satisfactory.

A representative of the United States Naval Air Station, located at Opa Locka, testified that there was probably around 135 to 150 of the employees at the Air Station living within North Miami and North Miami Beach area. He stated that because of tire and gasoline restrictions, the employees who had previously operated their automobiles would be compelled to rely upon transportation by motor bus, and that such transportation was essential and vitally necessary to the operation of the Naval Air Station.

The Miami Transit Company withdrew from the hearing when it was developed on the cross-examination of Mr. Sig Thomsen, President of Miami-Opa Locka Bus Lines, Inc., that the proposed service would not compete in any way with the service being rendered by the Miami

Transit Company. Mr. Thomsen agreed not to pick up or discharge passengers in the City limits of Miami or Miami Shores.

The City of Miami withdrew its objections to the granting of the application when it was developed on cross-examination of Mr. Sig Thomsen that he would not pick up or discharge passengers in the City of Miami for transportation to other points also inside the corporate limits of Miami.

Mr. J. F. Long, doing business as Long's Bus Line, operates bus service from the City of Miami north to Biscayne Park, North Miami, North Miami Beach and to Ojus. He has been operating a number of years under authority granted by the City of Miami and by the implied consent of the officials of North Miami, North Miami Beach and Ojus. It developed at the hearing that the Long's Bus Line's route, with the exception of only a short distance, was confined entirely to cities and towns whose boundaries adjoin. Mr. Long was offered an opportunity to intervene in the proceeding and ask that a Certificate of Public Convenience and Necessity be issued to Long's Bus Line. He later decided not to take advantage of the permission to intervene and rested on a challenge of the Commission's jurisdiction over the route in question.

The Railroad Commission of the State of Florida is, among other things, vested with power and authority to supervise and regulate every auto transportation company in the State engaged in common carriage. It is authorized to supervise and regulate auto transportation companies in all matters affecting the relationship between such companies and the travelling and shipping public. The Commission, in the exercise of the jurisdiction conferred upon it by Chapter 14,764, Laws of Florida, Acts of 1931, now Chapter 323 Florida Statutes 1941, has the power and authority to make orders and prescribe rules and regulations affecting such auto transportation companies, notwithstanding the provisions of any ordinances or permits of any incorporated city or town, city and county, or county or village, and in case a conflict in any such order, rule or regulation, and such ordinance or permit, the order, rule or regulation of the Commission shall in each instance prevail. This chapter contains certain exemptions which this Commission finds do not apply in this proceeding.

The term "public highway" as defined in above Chapter "means every public street, road or highway in this State."

The Commission, in the exercise of the jurisdiction conferred upon it by the above mentioned laws of Florida, finds that it has jurisdiction over the subject matter of the application; it further finds that public convenience and necessity requires the granting of the application.

Wherefore, it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application

of the Miami-Opa Locka Bus Lines, Inc., of Miami, Florida, for an extension of its Certificate of Public Convenience and Necessity No. 229 to operate as a common carrier of passengers and light express over the following routes:

Starting from the Company's downtown Miami Bus Terminal located at 34 S. W. First Street, thence down Flagler Street to Biscayne Boulevard, thence North on Biscayne Boulevard as far as 36th Street and thence left from 36th Street to N. E. 2d Avenue and North on N. E. 2d Avenue through Little River to 95th Street and Miami Shores, thence right to N. E. 6th Avenue to 115th Street, thence right to N. E. 8th Avenue to 125th Street and left on 125th Street to N. E. 6th Avenue, thence North up through Biscayne Gardens and Uleta, thence over to Golden Glades Road to North Miami Beach and Sunny Isles, and from North Miami over the East Dixie Highway and over Gratney Drive to N. W. 7th Avenue be and the same is hereby GRANTED, PROVIDED; that the Miami-Opa Locka Bus Lines, Inc., does not pick up and discharge passengers within the city limits of Miami or Miami Shores—that is to say, the said company shall not pick up a passenger within the city limits of Miami and discharge said passenger within said city limits nor shall it pick up a passenger within the city limits of Miami Shores and discharge said passenger within said city limits; neither shall said company pick up a passenger within the city limits of Miami Shores or Miami and discharge said passenger within the corporate limits of either of said cities.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 23d day of November, 1942.

ORDER NO. 1585.

DOCKET NO. 100-13.

IN RE: APPLICATION OF TAMIAMI TRAIL TOURS, INC., FOR EXTENSION OF TIME WITHIN WHICH TO INSTITUTE SERVICE AS A COMMON CARRIER OF FREIGHT BETWEEN SOUTH BAY AND MIAMI, FLORIDA, OVER STATE HIGHWAY NO. 26.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. By Order No. 1541 dated December 18, 1941, Tamiami Trail Tours, Inc., was granted a Certificate of Public Convenience and Necessity covering the common carriage of freight between South Bay and Miami via Okeelanta over State Road No. 26, and between Twenty Mile Bend and Fort Lauderdale over State Highway No. 26-A.

2. By Order No. 1549, dated July 10, 1942, contracts and agreements made and entered into by and between Tamiami Trail Tours,

Inc., and Great Southern Trucking Company providing for a pooling arrangement covering motor highway common carriage of freight between West Palm Beach and Miami and distribution of freight throughout the Glades Section, and the elimination of duplicate line haul and pick-up and delivery service of these two companies were approved by this Commission. Under the provisions of this order Tamiami Trail Tours, Inc., has suspended its intrastate operations between Miami and West Palm Beach, and all freight moving between Miami and the Lake Okeechobee region and in the reverse direction is now being transported through the combined operations of Great Southern Trucking Company and Tamiami Trail Tours, Inc. This pooling arrangement was approved by this Commission as it felt that it was in the furtherance of National defense and would result in a more economical operation and conservation of tires, fuel and equipment.

3. Tamiami Trail Tours, Inc., has now filed with this Commission its application to further extend the time within which to begin operations over State Highway No. 26, between South Bay and Miami, alleging that the service now being performed between Miami and Lake Okeechobee region is sufficient to serve the shipping and receiving public and the institution of this service between South Bay and Miami would require equipment of the applicant which is now being used in vital war transportation.

4. The Commission has examined this application and is of opinion that it is in the interest of the public to extend the time within which to begin operations over this route for the duration of the war and six months thereafter or until such time as public convenience and necessity demands the institution of this service.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the effective date of Order No. 1541, dated December 18, 1941, in so far as this order covers the common carriage of freight between South Bay and Miami, Florida, over State Highway No. 26 be, and the same is, hereby extended for the duration of the war or until such time as the Commission shall find that public convenience and necessity demands the inauguration of such service.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 13th day of November, 1942.

CITATION**ORDER NO. 1584,****DOCKET NO. 100-10.**

IN RE: COMPLAINT AGAINST ST. JOHNS RIVER LINE COMPANY OF JACKSONVILLE, FLORIDA, FOR FAILURE TO FILE ANNUAL REPORT FOR THE YEAR 1941.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. By Order No. 1576, dated October 14, 1942, St. Johns River Line Company was found guilty of failure to file its Annual Report for the year 1941 and penalties were assessed against it as follows:

- 1) **REVOCATION OF CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 80.**
- (2) **PAYMENT TO THE TREASURER OF THE STATE OF FLORIDA OF A FINE OF \$25.00.**

The order further provided that the payment of said fine of \$25.00 on or before November 2, 1942 would be accepted as full satisfaction of all penalties fixed in said order.

2. The fine of \$25.00 has been paid to the Treasurer of the State of Florida.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the payment of said fine of \$25.00 by St. Johns River Line Company is accepted as full satisfaction of all penalties fixed in Order No. 1576 and the judgment of said order is considered satisfied and the Citation is hereby **DISMISSED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 13th day of November, 1942.

ORDER NO. 1583 (Amending Order No. 1509),

DOCKET NO. 868.

IN RE: APPLICATION OF COCOA AND PENINSULA MOTOR LINES, INC., FOR AUTHORITY TO EXTEND ITS CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY TO INCLUDE THE TRANSPORTATION OF PASSENGERS AND LIGHT EXPRESS SOUTH FROM THE BANANA RIVER NAVAL AIR STATION AND EAU GALLIE TO INDIALANTIC AND THENCE ACROSS INDIAN RIVER TO MELBOURNE, NORTH TO EAU GALLIE AND EAST ACROSS THE RIVER TO EAU GALLIE BEACH RETURNING TO THE NAVAL AIR STATION.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. By Order No. 1509, dated December 12, 1941, this Commission granted the application of Cocoa and Peninsula Motor Lines, Inc., for an extension of its Certificate of Public Convenience and Necessity to include the transportation of passengers and light express South from the Banana River Naval Air Station and Eau Gallie Beach to Indianalantic across Indian River West to Melbourne; North from Melbourne on U. S. Highway No. 1 to Eau Gallie; East from Eau Gallie across the Indian River to Eau Gallie Beach and North to the Banana River Naval Air Station, and required in said order that "such operation to be conducted with closed doors as to all carriage between Melbourne and Eau Gallie and between Melbourne and Eau Gallie to and from Cocoa." This restriction of closed doors was placed in the order at the request of Florida Motor Lines Corporation who is serving this territory by the mainland route.

2. It now appears that conditions have arisen due to the war emergency that has caused the Florida Motor Lines Corporation to waive its objection to this operation and to permit the Cocoa & Peninsula Motor Lines, Inc., to operate with open doors over this territory for the duration of the war and six months thereafter.

3. Cocoa & Peninsula Motor Lines, Inc., has filed its petition with this Commission asking that Order No. 1509 be amended striking out the provision in reference to closed doors during the war emergency. The Commission is of opinion that the petition should be granted.

WHEREFORE it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that Order No. 1509, dated December 12, 1941, be and the same is hereby amended to read as follows:

"Certificate of Public Convenience and Necessity of Cocoa & Peninsula Motor Lines, Inc., be and it is hereby EXTENDED to include transportation of passengers and light express South from the Banana River Naval Air Station and Eau Gallie Beach to Indianalantic across Indian River West to Melbourne; North from Melbourne on U. S. Highway No. 1 to Eau Gallie; East from Eau Gallie across the Indian River to Eau Gallie Beach and North to the Banana River Naval Air Station, for the duration of the war and six months thereafter."

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 25th day of November, 1942.

ORDER NO. 1582,

DOCKETS NOS. 975 AND 861.

IN RE: PETITION OF MOTOR FUELS TRANSPORT, INC., AND PETROLEUM CARRIER CORPORATION TO BE CLASSIFIED AS COMMON CARRIERS BY MOTOR VEHICLE OF PETROLEUM PRODUCTS IN BULK IN TANK TRUCKS RETAINING AUTHORITY TO TRANSPORT PACKAGE PETROLEUM PRODUCTS UNDER CONTRACT UNDER TARIFF RATES SUBMITTED WITH SUCH PETITION.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 815, dated August 6, 1942, this matter came on for formal hearing before the Railroad Commission of the State of Florida at the Tampa Terrace Hotel, Tampa, Florida, on Monday, August 24, 1942 at 10:00 o'clock A. M. Further hearing was held at the Mayflower Hotel, Jacksonville, Florida, on September 30, 1942 at 10:00 A. M.

The following appearances were entered in this proceeding:

Louis H. Hill, Jr., Tampa, Florida, for applicant, Motor Fuels Transport, Inc.

Martin Sack, Jacksonville, Florida, for Petroleum Carrier Corporation.

Caldwell, Meginniss & Parker by Julius Parker of Tallahassee, Florida, for Texas Oil Company.

J. A. Kane, Commercial Agent, Norfolk, Virginia, for Seaboard Air Line Railway.

John M. Allison, Stovall-Professional Building, Tampa, Florida, for Hillsboro County, Central Truck Lines, Inc., St. Johns River Line Company, Great Southern Trucking Company, Fogarty Brothers and Susie G. James Truck Line.

A. Pickens Coles, Tampa Theatre Building, Tampa, Florida, for Tamiami Trail Tours, Inc.

W. T. Wolfe, Traffic Manager for Flamingo Truck Lines, Jacksonville, Florida.

Reuben G. Crimm, 3d and D. Streets S. W., Washington, D. C., appeared for Office of Price Administration.

A. C. Low of Wilmington, N. C., appeared for Atlantic Coast Line Railroad Company.

H. H. Simms, Dothan, Alabama, for Atlanta & St. Andrews Bay Transportation Company.

R. B. Warner for Atlantic Coast Line Railroad Company.

C. D. Meiten, St. Augustine, Florida, for Florida East Coast Railway.

W. A. Fox, Jacksonville, Florida, for St. Johns River Line Company.

Millard Caldwell of the firm of Caldwell, Meginniss and Parker, Tallahassee, Florida, for The Texas Oil Company.

2. Motor Fuels Transport, Inc., holder and owner of Certificate of Public Convenience and Necessity No. 111, and Petroleum Carrier Corporation, holder and owner of Certificate of Public Convenience and Necessity No. 19, are, and have been for many years, contract carriers of petroleum products intrastate in Florida under the jurisdiction of this Commission. Each of these carriers are authorized to transport in tank trucks gasoline, kerosene, fuel oil, distillate and Bunker "C" oil between various points in the State of Florida under contract with all of the major oil companies engaged in the distribution of petroleum products in the State of Florida. Under certain of their contracts, these companies are also authorized to transport under contract package petroleum products.

3. On July 30, 1942, Motor Fuels Transport, Inc., and Petroleum Carrier Corporation filed with this Commission their joint petition asking that they be classified as Common Carriers of bulk petroleum products in tank trucks with authority to operate between all points in Florida over irregular routes, and that a Certificate of Public Convenience and Necessity be issued to each of them for that purpose. They also prayed that they be permitted to continue to transport package petroleum products under contract.

4. During the hearing of this petition Motor Fuels Transport, Inc., waived its contract rights as a carrier of package goods and announced its intention to have such rights cancelled. Petroleum Carrier Corporation still desires to retain its Contract Carrier rights of package goods.

5. At the Tampa hearing, operating statements were offered in evidence on behalf of Motor Fuels Transport, Inc., and much testimony offered as to the probable increase in operating costs in the five months subsequent to July, 1942. Exhibits were also offered with reference to the rates authorized for the transportation of petroleum products by the Interstate Commerce Commission.

A tariff of the proposed rates computed at approximately 16¢ per truck mile was offered in evidence by the applicants. No statements of

operating costs and expenses were offered by Petroleum Carrier Corporation. Requests were made by counsel for the protestant, Texas Oil Company, and by counsel for the Office of Price Administration, that Motor Fuels Transport, Inc., file a statement showing profit and loss for the year 1941; that Petroleum Carrier Corporation furnish a complete operating statement for the year 1941, and a complete operating statement for the first six months of 1942 showing profit and loss, total revenue, miles traveled and revenue per mile.

The applicants were required by the Commission to furnish these statements and the hearing at Tampa was continued until September 30, 1942 at the Mayflower Hotel, Jacksonville, Florida, for the purpose of receiving these statements and cross examining witnesses upon them, and hearing such rebuttal testimony as was desired on the part of the protestant.

6. Prior to the hearing in Jacksonville, Florida, and on September 22, 1942, counsel for protestant, Texas Oil Company, filed a motion with this Commission that it require the applicants to supplement and amplify the financial reports of each so as to show the intrastate property, revenues and expenses of each, and also asked for certain additional information. A ruling on this motion was deferred until the hearing in Jacksonville on September 30th. At this hearing the applicants contended that each had furnished the information asked for at the Tampa hearing on a basis of System Costs, and that the motion would require an apportionment of these costs and that to make this apportionment would be difficult and consume considerable time, and that it would probably show that the intrastate operations in Florida would be higher than the System by reason of the additional mileage tax of 1¢ per mile required under the Florida statute, and the additional gasoline tax of 1¢ that is not required in other states in which they operate. The applicants further agreed to stand on the System breakdown in the matter of prescribing rates rather than to furnish the intrastate operations.

In view of this agreement, counsel for the protestant, Texas Oil Company, withdrew its motion so far as it related to the furnishing of intrastate figures and agreed that it would attempt through cross examination to develop the other requirements of its motion and, therefore, no ruling on his motion was required by the protestant, Texas Oil Company. The Commission thereupon took this motion under advisement.

Protestant further desired a ruling from the Commission as to whether or not it had determined to declare the applicants common carriers so that it might proceed in an orderly manner in discussing only the question of rates. The Commission announced that it had on July 31, 1942 issued its order declaring the applicants Common Carriers and now reaffirms its ruling of that date.

7. The applicant, Petroleum Carrier Corporation, through its accountant, offered in evidence the financial statements asked for at the Tampa hearing. These consisted of a Balance Sheet as of December 31, 1941; Balance Sheet to June 30, 1942; Statement of Revenues and Expenses for the year ending December 31, 1941; Statement of Revenues and Expenses for the six months ended June 30, 1942, and Estimated Cost Increases during six months subsequent to June 30, 1942.

From these exhibits it appears that the revenue per mile earned by Petroleum Carrier Corporation was 10.81 cents, and that the cost per mile including income deductions was 10.28 cents for the year ended December 31, 1941. That for the six months ended June 30, 1942 the revenue per mile was 13.59 cents and the cost per mile 12.93 cents, and that the cost per mile including income tax was 13.23 cents. This applicant further contended that it estimated that its expenses would greatly increase due to wage increases and material costs over the expenses shown in the exhibits.

8. A witness for Motor Fuels Transport, Inc., testified that for the year 1941 its Operating Costs or Expenses, exclusive of income deductions and any income taxes was 11.14 cents per mile. For the six months ended June 30, 1942 that same cost was 12.75 cents per mile, and for the seven months ended July 31, 1942, those costs were 12.81 cents per mile.

9. The Texas Oil Company appeared in protest to the petition of the applicants. This company has a contract with Petroleum Carrier Corporation entered into on February 23, 1942 for the delivery of its petroleum products in bulk from its seaboard terminals in Florida to inland points in that state at rates that will produce approximately 15 cents per truck mile. It contended that if the applicants were made common carriers, and the rate schedules they proposed were made effective, it would increase the cost of its operation approximately 25 percent. It further contended that the history of both of these applicants clearly reveals that both have prospered and made money as contract carriers operating on a lower rate than they now propose.

10. The record in this case consists of 580 typewritten pages and many exhibits. Briefs were filed by applicants and by protestant.

The Commission has carefully considered the record in this proceeding and makes the following findings:

- (1) It clearly appears from the schedule of rates now charged by these applicants that the rates now in effect could not possibly have been arrived at upon any scientific basis as in various instances different rates are charged for different distances. Further, the rates from some origins to the same destinations are not the same for all oil companies. It

is clear that the rates should be revised and that mileage should be the controlling factor.

- (2) That due to the war emergency, and the difficulty of shippers who formerly used rail transportation and are now unable to do so on account of the scarcity of rail tank cars, and in order that shippers and receivers of petroleum products may have a parity and equality of rates, it is of opinion that these Contract Carriers should be made common carriers, and that its Order of July 31, 1942, should be reaffirmed.
- (3) That it views this proceeding as an effort to equalize rates for the transportation of petroleum products and, therefore, is of opinion that the provisions of the Act of Congress entitled "An Act to Amend the Emergency Price Control Act of 1942 to aid in preventing Inflation and for other Purposes" approved October 2, 1942, and Executive Order No. 9250, dated October 3, 1942, by which Honorable James F. Byrnes was appointed Economic Stabilization Director of the United States, has been complied with. This is especially true since a representative of the Office of Price Administration appeared and participated in this whole proceeding.
- (4) That the rates set forth in Exhibit 12, Proposed Revised F. R. C. Tariff MF. No. 1, offered by the applicants are higher than reasonable rates, and that the rates shown in Appendix hereto attached are just and reasonable rates for the movement of the commodities herein listed.
- (5) That in view of the proceedings taken herein, Motion of protestant, Texas Oil Company, filed with this Commission on September 22, 1942, asking for separation of intrastate property, revenues and expenses should be denied.
- (6) That a significant fact of record in this case is that of all the Oil Companies with whom applicant now has contracts only one appeared and protested the application.
- (7) That better regulation would result, and less confusion caused, by requiring the applicants to become common carriers of all petroleum products and not permit either or both, to retain any rights as contract carriers.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that Motor Fuels Transport, Inc., and Petroleum Carrier Corporation be and they are hereby made Common Carriers of bulk petroleum products in tank trucks, and also package petroleum products, and that a Certificate of Public Convenience and Necessity be issued to each of them authorizing

them to operate between all points in Florida over irregular routes transporting such products.

It is further ORDERED that Certificate of Public Convenience and Necessity No. 111, now held by Motor Fuels Transport, Inc., and Certificate of Public Convenience and Necessity No. 19, now held by Petroleum Carrier Corporation, authorizing each of these carriers to transport as contract carriers, be and the same are hereby CANCELLED and the authority to transport as Contract Carriers is hereby REVOKED.

It is further ORDERED that Motor Fuels Transport, Inc., and Petroleum Carrier Corporation, shall observe the rates set out in Appendix "A" attached hereto and made a part of this order for the transportation of the commodities listed thereon.

It is further ORDERED that jurisdiction in this proceeding be retained for the making of such other and further orders as to the Commission may seem mete.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this November 9th, 1942.

APPENDIX "A"

Commodity Description

Bulk Petroleum Products, viz:

Gasoline, including blended gasoline, kerosene, naphtha and naphtha distillate, in tank trucks, estimated weight 6.6 pounds per gallon.

ITEM 1 Fuel oil, residual or distillate, not suitable for illuminating purposes, solar oil, gas oil, and furnace oil, in tank trucks, estimated weight 7.4 pounds per gallon.

ITEM 2 Bunker 'C' or "C" grade fuel oil, in tank trucks, estimated weight 7.4 pounds per gallon.

Rates

Petroleum Products, in bulk, in tank trucks, as described in Items 1 and 2, between all points in the State of Florida.

Rates will be based on the following Mileage Table of Rates, which is governed by Mileage Guide No. 4, Household Goods Carriers' Bureau, J. F. Rowan, Executive Secretary, MF-I.C.C. No. 27, Supplements thereto or successive issues thereof, as to mileages and distances, except as may be otherwise shown herein.

Miles and Over		Rates in Cents Per Cwt	
		Item 1	Item 2
15	1	3.8	4.8
20	15	4.2	5.5
30	20	5.2	6.5
40	30	6.2	7.5
50	40	7.2	8.5
60	50	8.2	9.5
70	60	9.2	10.5
80	70	10.2	11.5
90	80	11.1	12.5
100	90	12.1	13.5
110	100	13.1	14.5
120	110	14.1	15.5
130	120	15.1	16.5
140	130	16.1	17.5
150	140	17.0	18.5
160	150	18.0	19.5
170	160	19.0	20.5
180	170	20.0	21.5
190	180	21.0	22.5
200	190	22.0	23.6
210	200	23.0	24.6
220	210	23.9	25.6
230	220	24.9	26.6
240	230	25.9	27.6
250	240	26.9	28.6
260	250	27.9	29.6
270	260	28.9	30.6
280	270	29.8	31.6
290	280	30.8	32.6
300	290	31.8	33.6
310	300	32.8	34.6
320	310	33.8	35.6
330	320	34.8	36.6
340	330	35.8	37.6
350	340	36.7	38.6
360	350	37.7	39.6
370	360	38.7	40.6
380	370	39.7	41.6
390	380	40.7	42.6
400	390	41.7	43.6
410	400	42.7	44.6
420	410	43.6	45.6
430	420	44.6	46.6
440	430	45.6	47.6

Miles and Over		Rates in Cents Per Cwt	
		Item 1	Item 2
450	440	46.6	48.6
460	450	47.6	49.7
470	460	48.6	50.7
480	470	49.5	51.7
490	480	50.5	52.7
500	490	51.5	53.7

Rules and Regulations

- ITEM 5 The rates hereinafter contained apply on quantities as follows: 4000 gallons to one destination, except as to "C" grade fuel oil when the quantity shall be 3500 gallons.
- ITEM 10 The obligation to accept commodities provided for shipment shall be subject to capacity and availability of appropriate type vehicles, and subject to requirements of ordinances or laws limiting or regulating the transportation of property or the use of the vehicles, and subject to availability of proper roads which may be used without undue wear of equipment.
- ITEM 15 Unless otherwise provided, the rates published in this tariff include one pick-up at a point directly and conveniently accessible to carriers' trucks and one delivery at a point directly and conveniently accessible to trucks.
- ITEM 20 All rates hereinafter contained are stated in cents per 100 pounds, except where specifically stated in cents per gallon.
- ITEM 25 All bridge and highway tolls applicable on the movement of any unit to a destination requiring the use of such bridge or highway shall be in addition to the rates named herein, e. g. Overseas Highway, Gandy Bridge: and such toll charges will be billed to the shipper in addition to the charges herein named.
- ITEM 30 The rates hereinafter contained shall be subject to an increase of one cent per 100 pounds in all instances where the use of trucks equipped with power pumping is required.
- ITEM 35 All rates hereinafter contained shall be subject to an increase of \$2.00 per hour, or fraction thereof, in respect to loading and unloading delays which are in excess of an allowed period of time of one hour for loading and one hour for unloading.

ORDER NO. 1581,

DOCKETS NO. 649 AND 986.

IN RE: JOINT APPLICATION OF ROBERT L. PARHAM, INC., A FLORIDA CORPORATION OF MIAMI, FLORIDA, AND BELCHER OIL COMPANY OF MIAMI, FLORIDA, FOR TRANSFER OF LIMITED COMMON CARRIER CERTIFICATE NO. 9 FROM BELCHER OIL COMPANY TO ROBERT L. PARHAM, INC.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

This application came on for formal hearing before the Railroad Commission of the State of Florida in Miami, Florida, on Monday, October 26, 1942, pursuant to Notice No. 819. The following appeared:

Mr. Grady Harris, Attorney at Law, Miami, Florida, for Robert L. Parham, Inc.

Mr. Alfred E. Sapp, Attorney at Law, Miami, Florida, for the Belcher Oil Company.

This is a joint application by Robert L. Parham, Inc., a Florida corporation of Miami, Florida, and Belcher Oil Company of Miami, Florida, for a transfer of Limited Common Carrier Certificate No. 9 from Belcher Oil Company to Robert L. Parham, Inc.

Limited Common Carrier Certificate of Public Convenience and Necessity No. 9 was issued to Belcher Oil Company on January 16, 1941, as authorized by the Commission's Order No. 1377, dated November 13, 1940. The Certificate permitted Belcher Oil Company to transport extra heavy or bulky property, including heavy machinery and contractors' equipment in a radius of two hundred miles from the City of Miami.

A certified copy of the Resolution adopted by the Board of Directors of the Belcher Oil Company, authorizing the sale and transfer to Robert L. Parham, Inc., its undivided one-half interest in and to the equipment owned and operated by the Belcher Oil Company, under Certificate No. 9, was introduced into evidence. It was shown that Robert L. Parham, Inc., owned the other undivided one-half interest in and to the same property.

Robert L. Parham, Inc., has been operating the equipment temporarily, pending formal hearing on the joint application for transfer of Limited Common Carrier Certificate of Public Convenience and Necessity No. 9. Robert L. Parham, Inc., agrees to abide by all of the rules and regulations promulgated by this Commission, governing auto transportation companies, and assumes all liabilities outstanding against Belcher Oil Company, with respect to and growing out of the operations of Belcher Oil Company, under authority granted by this Commission.

The Commission is of the opinion that it would be in the public interest to grant the application for the transfer.

Wherefore, it is ORDERED and ADJUDGED by the Railroad Commission of the State of Florida that the joint application of Belcher Oil Company and Robert L. Parham, Inc., for transfer of Limited Common Carrier Certificate of Public Convenience and Necessity No. 9 from Belcher Oil Company to Robert L. Parham, Inc., be and the same is hereby GRANTED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 19th day of November, 1942.

ORDER NO. 1580,

DOCKET NO. 603.

IN RE: APPLICATION OF J. J. BLALOCK, OCALA, FLORIDA, FOR EXTENSION OF HIS CONTRACT CARRIER CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY TO TRANSPORT FUEL OIL AT RATES NO LOWER THAN RAIL RATES AND IN A QUANTITY OF NOT LESS THAN 2500 GALLONS FOR VARIOUS COMPANIES.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

This application came on for formal hearing before the Railroad Commission of the State of Florida in Tampa, Florida, August 24, 1942, pursuant to Notice No. 816. The following appeared:

Wallace E. Sturgis for the applicant.

Martin Sack for Intervener, Petroleum Carrier Corporation.

Lewis Hill for Motor Fuels Transport, Inc.

John M. Allison for Hillsborough County.

The applicant seeks an enlargement of his contract carrier Certificate of Public Convenience and Necessity No. 218, to transport fuel oil at rates not lower than rail rates and in a quantity of not less than 2500 gallons for each shipment for the following companies: Swift and Company, from Port Tampa, Florida, to Agricola and/or Swift, Florida, Ocala Gas Company, Inc., from Port Tampa to Ocala, Florida. American Cyanamid Company, from Port Tampa, to Brewster, Florida. And to also transport for the American Agricultural Chemical Company, between Tampa, Florida, and Pierce, Florida, "Bunker C Oil" and "Mixed Bunker C" and Distillate in quantities of not less than 2500 gallons for each shipment. Also to transport fuel oil for International Minerals & Chemical Corporation, a corporation of New York, from Tampa and Port

Tampa, Florida, to Mulberry and Pembroke, Florida. Also to transport fuel oil for The Phosphate Mining Company, a corporation, of New York, from Tampa, Florida, or other Florida points, to be designated by the shipper, to Nichols, Florida, and Bartow, Florida, in not less than 2500 gallons for each shipment.

The applicant, J. J. Blalock, has been transporting gasoline under contract with The Texas Oil Company from Tampa, Florida, to Ocala, Florida, for approximately fifteen years. In July, 1942, he began transporting fuel oil for certain companies, under contract, under temporary authority granted by this Commission.

Subsequent to the institution of this additional service by the applicant, the Commission, upon filing of petition by Motor Fuels Transport, Inc., and Petroleum Carrier Corporation, declared all contract carriers of petroleum products in bulk by motor vehicle limited common carriers, effective July 31, 1942, which ruling was later ratified and confirmed in open session of the Florida Railroad Commission at the Mayflower Hotel, Jacksonville, Florida, on Wednesday, September 30, 1942.

The Commission, on its own motion, reopened the proceedings for the purpose of investigation and set the matter down for formal hearing at the Tampa Terrace Hotel, Tampa, Florida, on Monday, August 24, 1942. A subsequent hearing on the same question was held at the Mayflower Hotel, Jacksonville, Florida, on September 30, 1942.

After these exhaustive hearings, and after all parties having had an opportunity to be heard, the Commission, duly considering matters of record, found that the public convenience and necessity required that all contract carriers of petroleum products by motor vehicle be classified as limited common carriers.

The Commission, among other things, in considering applications for contract carrier Certificates of Public Convenience and Necessity, is charged with the duty to take into consideration the effect that the granting of such Certificate may have upon transportation facilities in the territory sought to be served by the applicant. Such consideration has been given and the Commission is of opinion that it would be in the public interest and in the interest of preserving a uniform transportation system in the State of Florida that the application of J. J. Blalock should be denied, without prejudice to the said J. J. Blalock filing an application for a limited common carrier Certificate of Public Convenience and Necessity.

The Commission is further of the opinion that the applicant, J. J. Blalock, should be allowed twenty days from and after the date of this order in which to cease his operation under temporary authority granted by the Commission; and that on and after the expiration of

the said twenty days that the said temporary authority should be cancelled.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida, that the application of J. J. Blalock for extension of his Contract Carrier Certificate of Public Convenience and Necessity be and the same is hereby **DENIED**, without prejudice to the said J. J. Blalock filing an application for a limited common carrier Certificate of Public Convenience and Necessity.

It is further **ORDERED** and **ADJUDGED** that the applicant, J. J. Blalock, be allowed twenty days from the date of this Order in which to cease his operations under the temporary authority granted by the Commission.

It is further **ORDERED** that after the expiration of the said twenty days, temporary authority heretofore granted by this Commission be and the same is hereby cancelled.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 18th day of November, A. D. 1942.

ORDER NO. 1579,

DOCKETS NOS. 874 AND 796.

IN RE: JOINT APPLICATION OF CAMP BLANDING CABS, INC., AND ORANGE LINES, INC., BOTH FLORIDA CORPORATIONS OF JACKSONVILLE, FLORIDA, FOR APPROVAL OF TRANSFER OF ALL TAXI CAB OPERATING AUTHORITY UNDER PERMIT NO. 632 FROM CAMP BLANDING CABS, INC., TO ORANGE LINES, INC.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Camp Blanding Cabs, Inc., has heretofore operated a general taxi cab business in the Camp Blanding Reservation and between Camp Blanding Starke and other points serving the military personnel and visitors under Permit No. 632 heretofore issued to it by this Commission.

2. It now appears that Federation regulations restricting taxi cab operations have rendered it almost impossible for Camp Blanding Cabs, Inc., to maintain and conduct a general taxi cab business.

3. Orange Lines, Inc., now holds Certificate of Public Convenience and Necessity No. 249, and is authorized to serve in common carriage the Military Reservation at Camp Blanding, and also Starke, Green Cove Springs, Jacksonville and intermediate points, and is now required

by the Military authorities to furnish cab service within the camp area at Camp Blanding and service to and from Starke, Florida.

4. In view of these conditions, and the matters and facts set out in the joint application, the Commission is of opinion that the Permit heretofore issued to Camp Blanding Cabs, Inc., should be transferred and assigned to Orange Lines, Inc., in order that it may render the taxi cab service required in and out of Camp Blanding.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the joint application of Camp Blanding Cabs, Inc., and Orange Lines, Inc., for approval of the transfer of Permit No. 632 from Camp Blanding Cabs, Inc., to Orange Lines, Inc., authorizing Orange Lines, Inc., to furnish taxi cab service within the area of Camp Blanding, and between Camp Blanding and Starke, and between Camp Blanding and other points in the State of Florida, be and the same is hereby **APPROVED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 21st day of October, 1942.

ORDER NO. 1578,

DOCKETS NOS. 100-5 AND 100-10.

IN RE: JOINT APPLICATION OF BROWN'S MOTOR FREIGHT LINES, INC., AND ST. JOHNS RIVER LINE COMPANY, BOTH FLORIDA CORPORATIONS, FOR APPROVAL OF LEASE AND SALE OF THE OPERATING RIGHTS AND PROPERTIES OF BROWN'S MOTOR FREIGHT LINES, INC., TO ST. JOHNS RIVER LINE COMPANY.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 817 dated September 11, 1942, this matter came on for formal hearing before the Railroad Commission of the State of Florida at the Mayflower Hotel, Jacksonville, Florida, on September 28, 1942.

Clifford T. Inglis of Jacksonville, Florida, appeared for applicants.

No one appeared in opposition.

2. It appears from the records of the Commission that by orders Nos. 1492, dated August 9, 1941, and No. 1494, dated September 11, 1941, temporary lease between Brown's Motor Freight Lines, Inc., and St. Johns River Line Company was approved under which St. Johns River Line Company was authorized to take over the management, control and

operation of Brown's Motor Freight Lines, Inc., until a proper application for the sale and transfer of such operating rights could be presented to the Interstate Commerce Commission and the Florida Railroad Commission. It now appears that this matter was set down for final hearing for the purchase and transfer of Certificate without having a separate application for such approval filed with this Commission. This matter was brought out at the hearing and it was agreeable to all parties that the matter be finally heard without formal application by reason of the fact that the terms and conditions of the sale and transfer were set out in the original lease, and also by reason of the fact that the matter had been heard by the Interstate Commerce Commission and in No. M. C.-F-1645 order was entered by that Commission on February 21, 1942 approving the purchase by St. Johns River Line Company of the operating rights and property of Brown's Motor Freight Lines, Inc.

3. St. Johns River Line Company holds Certificate of Public Convenience and Necessity from both the Florida Railroad Commission and the Interstate Commerce Commission for operation as a common carrier by water and by motor vehicle between various points in the State of Florida and from and to Brunswick, Georgia. It operates between Jacksonville and Daytona Beach serving Daytona Beach by motor truck, by water and by combined water-truck transportation service, and it also operates by water between Jacksonville, Florida, and West Palm Beach. Brown's Motor Freight Lines, Inc., holds Certificate of Public Convenience and Necessity No. 91, issued by this Commission, authorizing the carriage of freight by motor vehicle between Jacksonville and Daytona Beach over State Road No. 4, serving Bayard, St. Augustine, Bunnell and Ormond, and also serving Port Orange and New Smyrna. It also conducts common carriage of freight by water to, from and between Jacksonville, Florida, and Miami, Florida, serving Daytona Beach, Titusville, Cocoa, Melbourne, Vero Beach, Fort Pierce, Port of Palm Beach and Port Everglades.

4. The purchase of Certificate rights of Brown's Motor Freight Lines, Inc., would enable St. Johns River Line Company to increase its schedule operations between Jacksonville and New Smyrna and other points served by it, and enable it to render an improved public service, and to make savings in its operation by the consolidation of terminals now operated by both companies in Jacksonville and Daytona Beach, and also to eliminate certain duplications of administrative expenses now necessary so long as the lines are separately operated.

5. Copy of Resolution adopted by the Board of Directors of Brown's Motor Freight Lines, Inc., and excerpts from the minutes of the meeting of the Board of Directors of St. Johns River Line Company, have been filed with this Commission, and show that the purchase and sale of the

Certificate rights of Brown's Motor Freight Lines, Inc., were considered and approved by the Board of Directors of each of said corporations.

6. The record in this case has been considered by the Commission, and it is of opinion that the joint application for the sale and purchase of the operating rights of Brown's Motor Freight Lines, Inc., by St. Johns River Line Company should be approved.

WHEREFORE it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the joint application of Brown's Motor Freight Lines, Inc., and St. Johns River Line Company for approval of transfer of Certificate of Public Convenience and Necessity No. 91 from Brown's Motor Freight Lines, Inc., to St. Johns River Line Company be and the same is hereby GRANTED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 14th day of October, 1942.

ORDER NO. 1577,

DOCKET NO. 604.

IN RE: APPLICATION OF JOHN G. LANE OF JACKSONVILLE, FLORIDA, FOR AN EXTENSION OF HIS CONTRACT CARRIER CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 215, TO AUTHORIZE TRANSPORTATION OF BAKERY PRODUCTS UNDER CONTRACT WITH WARD BAKING COMPANY AND AMERICAN BAKERIES COMPANY.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 816, dated August 10, 1942, the application of John G. Lane of Jacksonville, Florida, was set down for hearing at the Tampa Terrace Hotel, Tampa, Florida, for August 25, 1942, at 10:00 o'clock A. M. For good cause shown the hearing of this application was postponed until September 29th, 1942 at the Mayflower Hotel, Jacksonville, Florida.

2. Pursuant to postponement this matter came on for hearing at the Mayflower Hotel, Jacksonville, Florida on September 29th, 1942 at 10:00 A. M.

Clifford T. Inglis of Jacksonville, Florida, appeared for applicant.

No one appeared in protest.

3. The applicant under Certificate of Public Convenience and Necessity transports bakery products under contract with Seybold Baking Company, Ward Baking Company and American Bakeries Company

from Jacksonville to Tampa, Jacksonville to Daytona Beach, Orlando, Leesburg and Ocala. He has been authorized by the Interstate Commerce Commission to operate interstate between Jacksonville and Brunswick, Georgia, and also between Jacksonville and Valdosta, Georgia, via Lake City and Jasper; and also to operate between Jacksonville and Waycross, Georgia. The applicant has authority from the Georgia Public Service Commission to serve the Georgia points. He now seeks authority from this Commission to operate in intrastate commerce over U. S. Highway 17 from Jacksonville to the Georgia State line serving Yulee; over U. S. Highway No. 1 between Jacksonville and the Georgia State line; over U. S. Highway 90 between Jacksonville and Lake City serving Lake City; over U. S. Highway 41 between Lake City and the Georgia State line and over State Roads 139, and 68 between Jacksonville and Starke. Applicant also desires to operate between Jacksonville and Tampa using State Roads 139 and 68 from Jacksonville to Keystone Heights; State Road 80 from Keystone Heights to Melrose; thence from Melrose to Orange Heights; State Road 31 from Orange Heights to Ocala; State Road 74 Ocala to Hernando; and U. S. Highways 41, 541 and 19 from Hernando to Tampa. Applicant formerly operated between Jacksonville and Tampa via St. Augustine, Daytona Beach, Orlando and Kissimmee, but stated that the use of the proposed highway would result in a saving of gasoline and tires and about one hundred miles a day but would in no way reduce the service he is now offering.

4. From the record in this case it is evident that the applicant renders a special service to the bakeries. His schedules are coordinated with those of the trucks of the bakeries so that their products can be dispatched at the latest possible time to insure prompt delivery to the patrons. It is the contention of the applicant that this service could not be rendered by common carriers by rail, express or motor on account of the rigidity of their schedules.

5. The Commission has considered the application, and the record in the case, and is of opinion that the extension should be granted.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of John G. Lane of Jacksonville, Florida, for an extension of his Certificate of Public Convenience and Necessity No. 215, authorizing the transportation of bakery products under contract with Ward Baking Company and with American Bakeries Company using U. S. Highway No. 17, between Jacksonville and the Georgia-State line serving Yulee; U. S. Highway No. 1 between Jacksonville and the Georgia State line; U. S. Highway 90 between Jacksonville and Lake City serving Lake City; U. S. Highway 41 between Lake City and the Georgia-State line and State roads 139 and 68 between Jacksonville and Starke serving Starke with the privilege of using State Road 13 via Baldwin on return trip from Starke to Jacksonville. Also using State Highways 139, 68,

80, 31 and 74, and U. S. Highways 19, 541 and 41 between Jacksonville and Tampa be and the same is hereby APPROVED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 29th day of September, 1942.

CITATION

ORDER NO. 1576,

DOCKET NO. 100-10.

**IN RE: COMPLAINT AGAINST ST. JOHNS RIVER LINE COMPANY,
JACKSONVILLE, FLORIDA, FOR FAILURE TO FILE ANNUAL
REPORT FOR THE YEAR 1941.**

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Citation Order No. 1545, dated June 8, 1942, was issued against St. Johns River Line Company for failure to file Annual Report for the year 1941, and hearing on same was fixed for the Mayflower Hotel, Jacksonville, Florida, June 29, 1942. Hearing on this Citation was postponed to be held in Tampa, Florida, on August 25, 1942 and at that time the hearing was continued until September 29, 1942 at the Mayflower Hotel, Jacksonville, Florida.

2. The Commission was in session on September 28th, 1942 at the Mayflower Hotel, Jacksonville, Florida, and the respondent, St. Johns River Line Company being present and consenting the Citation was heard on that date.

Clifford T. Inglis, Attorney and G. F. Tresher, appeared for the applicant.

3. The applicant pleaded guilty to the charge of failing to file Annual Report for the year 1941 within the time required by the statute but in extenuation of its guilt explained that its system of accounting was very complicated and different from that of other common carriers and that its Chief Clerk had joined the Navy and the applicant had great difficulty in having its accounting work done; that the report has now been filed and that its delay in filing same was an excusable delay.

4. The Commission has considered the testimony offered in the case and has found the respondent guilty as charged in said Citation.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that having found the respondent, St. Johns River Line Company guilty as charged in the complaint, penalties are hereby fixed for said violation as follows:

- (1) REVOCATION OF CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 80
- (2) PAYMENT TO THE TREASURER OF THE STATE OF FLORIDA OF A FINE OF \$25.00

It is further ORDERED that payment of said fine of \$25.00 on or before November 2, 1942, will be accepted as full satisfaction of all penalties herein fixed—otherwise, said penalties shall be and become effective as of November 2, 1942.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 14th day of October, 1942.

ORDER NO. 1575,

DOCKET NO. 975.

IN RE: APPLICATION OF C. C. STANTON DOING BUSINESS AS PETROLEUM TRANSPORT COMPANY OF HASTINGS, FLORIDA, FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY AS A CONTRACT CARRIER BY MOTOR VEHICLE TRANSPORTING UNDER CONTRACT WITH SHELL OIL COMPANY, INC., PETROLEUM PRODUCTS IN BULK INCLUDING GASOLINE, KEROSENE, FUEL OILS, LUBRICATING GREASES FROM PORT TAMPA TO POINTS IN THE STATE OF FLORIDA.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Under Notice 816, dated August 10, 1942, this application was set down for hearing at the Tampa Terrace Hotel, Tampa, Florida, for August 24, 1942. When the case was called counsel for the applicant moved that hearing in this matter be postponed by reason of the failure of the applicant to appear. This motion was granted and hearing on this application was continued until September 29, 1942 at the Mayflower Hotel, Jacksonville, Florida.

2. Pursuant to such postponement this matter came on for formal hearing before the Railroad Commission at the Mayflower Hotel, Jacksonville, Florida, on September 29, 1942.

Thomas Dowdy of the firm of Dowdy & Milligan of Palatka, Florida, appeared for the applicant.

No one appeared in opposition.

3. The applicant C. C. Stanton of Hastings, Florida, who is operating under the trade name of Petroleum Transport Company, has been identified with Shell Oil Company as a jobber and distributor for St. Johns and Putnam Counties since 1930. The applicant has three transport

trucks in good condition. He is transporting his own gasoline and petroleum products to the filling stations he operates in St. Augustine and Palatka. By reason of the fact that the distribution of gasoline and fuel oil in his territory is not sufficient to give his equipment full time he is entering into a contract with Shell Oil Company, Inc., dated June 3, 1942, under which he is to transport for said company fuel oil Nos. 5 and 6, or what is known as Bunker "C" oil from Port Tampa to points mentioned in the schedules attached to the contract and under rates set out in said schedules. Under this contract the applicant does not propose to transport package goods. The contract was offered and accepted in evidence.

The original application requested authority to transport petroleum products for the Shell Oil Company, Inc., from Port Tampa to various points in Florida but at the hearing this contract was limited to the transportation of what is known as Bunker "C" oil described as Nos. 5 and 6, and was also limited to transportation to those points named in the schedules attached to the contract.

The rates proposed to be charged are based on the rail rates but for the shorter distance they are higher than the rail rates—that is to say, to all points where the rates are $\frac{1}{2}\text{¢}$ or less per gallon they are higher than the freight rates but to all other points the rates are the same.

4. The Commission has considered this application and is of opinion that public convenience and necessity require its approval.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of C. C. Stanton, doing business as Petroleum Transport Company of Hastings, Florida, for a Certificate of Public Convenience and Necessity authorizing it to transport by motor vehicle under contract with Shell Oil Company Bunker "C" oils known as Nos. 5 and 6 in tank trucks only from Port Tampa to Bradenton, Clearwater, DeLand, Dundee, Dunedin, Eagle Lake, Florence Villa, Forest City, Frostproof, Gainesville, Haines City, Jacksonville, Lake Alfred, Lakeland, Leesburg, Nokomis, Ocala, Orlando, Plymouth, Raiford, St. Petersburg, Tampa, Winter Garden, Winter Haven and Winter Park, and also from JACKSONVILLE to Fernandina and Vero Beach, under the rates set out in the schedules attached to the contract, be and the same is hereby **APPROVED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 29th day of September, 1942.

ORDER NO. 1574.

DOCKET NO. 669.

IN RE: APPLICATION OF LESTER SUMMERSILL AND V. L. SUMMERSILL DOING BUSINESS AS SUWANNEE & GULF STAGES OF MAYO, FLORIDA, FOR AN EXTENSION OF ITS CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 220 AUTHORIZING IT TO TRANSPORT PASSENGERS, MAIL AND LIGHT EXPRESS FROM MAYO TO LIVE OAK; THENCE OVER STATE ROAD 50 FROM LIVE OAK TO BRANFORD AND RETURN TO LIVE OAK; THENCE TO JASPER AND THENCE FROM JASPER VIA LIVE OAK TO MAYO.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 817 dated September 11, 1942, this matter came on for hearing before the Railroad Commission of the State of Florida at the Mayflower Hotel, Jacksonville on September 28th, 1942 at 10 o'clock A. M.

Lester Summersill appeared for the applicant.
No one appeared in opposition.

2. The applicant, pursuant to Order No. 1185, dated July 19, 1939, operates as a common carier of passengers, baggage and light express over State Road 69 between Live Oak, Mayo and Dead Man's Bay on the gulf under Certificate No. 220.

By Order No. 1392, dated February 6, 1941, Certificate of Public Convenience and Necessity No. 220 was extended to authorize transportation of passengers and light express between Live Oak, Florida, and Jasper, Florida, over State Road 50. The applicant now desires its Certificate further extended to include the transportation of passengers, mail and light express between Mayo and Live Oak; thence over State Road 50 from Live Oak to Branford and return; thence to Jasper and from Jasper via Live Oak to Mayo.

The applicant is authorized to operate between Mayo and Live Oak over Road 69 but by reason of the bridge being out on Road 69 he is operating from Mayo to Branford; thence over Road 50 to Live Oak and continuing into Jasper and thence back from Jasper through Live Oak to Branford and thence to Mayo. He now operates with closed doors between Branford and Mayo to protect the service of Florida Motor Lines Corporation over that route but he picks up passengers at Mayo and takes them through Branford into Live Oak and Jasper. He testified that between Branford and Live Oak over Road 50 there is no bus service and that service was needed not only from Branford to Live Oak but on north up to Jasper. On Road 69 between Mayo and Live Oak a new bridge was started by the Road Department over the Suwannee

River but it has never been completed, and he is forced to take a three mile detour by the old bridge and the detour is over very bad roads. That the only kind of vehicle he can operate over this detour is a station wagon; that the station wagon is insufficient to accommodate the passengers from Mayo over Road 69 into Live Oak, and the applicant desires to continue to use the station wagon between Mayo and Live Oak carrying as many passengers as it can, and then continue his bus service between Mayo and Branford and thence into Live Oak.

3. The Commission has carefully considered the application and the record and is of opinion that the principal authority sought by the applicant is the right to operate between Branford and Live Oak over State Road 50. The applicant already has authority to operate from Mayo to Live Oak over Road 69; thence from Live Oak to Jasper over Road 50. It also seeks authority to continue to operate between Mayo and Branford with closed doors between these points in order to safely and comfortably transport passengers from Mayo to Live Oak and points north. The Commission is of opinion that the applicant should be granted the right to operate between Branford and Live Oak.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that Certificate of Public Convenience and Necessity No. 220 be and the same is hereby extended to authorize the applicant Suwannee & Gulf Stages to operate over State Road 50 between Live Oak and Branford transporting passengers, mail and light express.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 28th day of September, 1942.

ORDER NO. 1573,

DOCKET NO. 983.

**IN RE: APPLICATION OF A. C. RODGERS OF BUNNELL, FLORIDA,
FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECES-
SITY AS A COMMON CARRIER TRANSPORTING BY MOTOR
VEHICLE PASSENGERS FROM DELAND TO FLAGLER BEACH,
FLORIDA, SERVING BUNNELL, FLORIDA.**

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 816, dated August 10, 1942, this matter was set down for hearing at the Tampa Terrace Hotel, Tampa, Florida, for August 25th, 1942 at 10:00 A. M. The application was called for hearing at that time and for good cause shown was postponed for hearing at the Mayflower Hotel, Jacksonville, Florida, on September 29th, 1942.

2. Pursuant to such postponement, this matter came on for hearing at the Mayflower Hotel, Jacksonville, Florida, on September 29th, 1942.

H. T. Cook of Bunnell, Florida, appeared for applicant.

No one appeared in opposition.

3. The applicant desires to operate a bus line between Flagler Beach and DeLand, Florida, serving Bunnell using State Roads 134, 28 and 3. He would use Road 28 between Flagler Beach and Bunnell; Road 134 from Bunnell to its intersection with Road 3, and Road 3, and Road 3 from such intersection to DeLand. No other carrier uses these roads except Florida Motor Lines Corporation operates over the same three miles over Road 3 into DeLand. The applicant testified that there was no service whatever at Flagler Beach. There are also several communities between DeLand and Bunnell which have no service. Approximately one hundred Coast Guard men are stationed at Flagler Beach and the Civil Air Patrol which has been operating out of Daytona Beach, comprising about one hundred and twenty men, will move into Flagler Beach sometime within the next thirty days. The applicant further testified that due to the gasoline and rubber shortage the people living along the routes he proposes to serve have requested him to put on this service, and in his opinion the service would be a convenience and necessity to them. By the use of the proposed route between twelve and fifteen miles would be saved between Bunnell and DeLand over the present route that requires travel through Daytona Beach. The applicant presented letters from the officials of the town of Flagler Beach which were placed in the correspondence file of the Commission. He also presented a certified copy of a resolution of the Board of County Commissioners of Flagler County approving the application and petitioning this Commission to issue a Certificate to the applicant for this service.

4. The applicant proposes to operate two round trips each day between Flagler Beach and DeLand leaving Flagler Beach at 8:00 A. M. and arrive at DeLand at 9:30 A. M.—leave DeLand at 4:30 P. M. and arrive at Flagler Beach at 6:00 P. M. Also leave DeLand at 8:00 A. M. arriving Flagler Beach at 9:30 A. M. and leave Flagler Beach at 4:30 P. M. arriving DeLand at 6:00 P. M. He proposes a rate of $2\frac{1}{2}$ cents a mile for this operation. The applicant will use two station wagons in this operation to begin with and has arranged to purchase them from the Halifax Motor Company. If the operation proves successful he proposes to secure busses to use over this route.

5. The Commission has carefully considered the record in this case and is of opinion that public convenience and necessity would be served by the granting of the application.

WHEREFORE, it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of

A. C. Rodgers of Bunnell, Florida, for a Certificate of Public Convenience and Necessity as a common carrier by motor vehicle transporting passengers between DeLand, Florida, and Flagler Beach, Florida, serving Bunnell, using Highways Nos. 134, 28 and 3, be and the same is hereby APPROVED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 14th day of October, 1942.

ORDER NO. 1572.

DOCKET NO. 888.

IN RE: CANCELLATION OF AUTHORITY HERETOFORE ISSUED TO ATLANTIC DISTRIBUTING COMPANY OF ORLANDO, FLORIDA, TO TRANSPORT UNDER CONTRACT WITH ATLANTIC REFINING COMPANY OF PHILADELPHIA, PA., PETROLEUM AND PETROLEUM PRODUCTS FROM JACKSONVILLE, FLORIDA, TO SANFORD, FLORIDA.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. By Order No. 1463, dated May 15, 1941, Atlantic Distributing Company of Orlando was authorized to transport under contract with Atlantic Refining Company gasoline and fuel oils in bulk only between Jacksonville and Orlando using U. S. Highways 17 and 92. Certificate of Public Convenience and Necessity No. 239 was issued to Atlantic Distributing Company.

2. It now appears that Atlantic Distributing Company has ceased to operate under such Certificate and that said Certificate should be cancelled.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that Certificate of Public Convenience and Necessity No. 239 heretofore issued to Atlantic Distributing Company authorizing it to transport gasoline and fuel oils in bulk only for the Atlantic Refining Company between Jacksonville and Orlando using U. S. Highways 17 and 92, be and the same is hereby CANCELLED and authority to transport under such Certificate is hereby REVOKED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 17th day of October, 1942.

ORDER NO. 1570,

DOCKETS NOS. 685, 785 AND 796.

IN RE: APPLICATION OF ORANGE LINES, INC., FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY AS A COMMON CARRIER OF PASSENGERS, BAGGAGE AND EXPRESS BETWEEN CAMP BLANDING AND JACKSONVILLE AND BETWEEN GREEN COVE SPRINGS AND STARKE VIA CAMP BLANDING SERVING THE PUBLIC AND THE MILITARY PERSONNEL AT CAMP BLANDING.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 817 dated September 11, 1942 this cause came on for hearing before the Railroad Commission at the Mayflower Hotel, Jacksonville, Florida, on Monday, September 28, 1942, at 2:30 o'clock P. M.

A. Y. Milam appeared for the applicant, Orange Lines, Inc.

S. Bryan Jennings appeared in proper person in this own behalf.

William J. Porter failed to appear pursuant to notice, although the Commission records disclose that a subpoena was issued at the request of the applicant, Orange Lines, Inc., and such subpoena was duly served by the Sheriff of Duval County on September 25, 1942.

2. A. Y. Milam, representing the applicant, Orange Lines, Inc., offered a sworn statement on behalf of the applicant explaining to the Commission that all adversary matters presented by the original and amended application had been settled between the applicant, Orange Lines, Inc., and S. Bryan Jennings and William J. Porter, original grantees and holders of the certificate rights sought by the application, and between Orange Lines, Inc., and the co-executor and co-executrix representing the estate of Stanton Walker, deceased, also claiming under agreement with S. Bryan Jennings and William J. Porter some right or title in such certificate of public convenience and necessity. In support of such representations by the applicant original signed agreement between Orange Lines, Inc., and S. Bryan Jennings and the co-executor and co-executrix of the estate of Stanton Walker, deceased, dated July 29, A. D. 1942, and original signed copy of a like agreement between Orange Lines, Inc., and William J. Porter dated September 28, 1942 were offered and received in evidence and made a part of the record in this cause. In further support of such showing S. Bryan Jennings was duly sworn as a witness, affirmed the settlement by Orange Lines, Inc., of all adversary matters and supported the application of Orange Lines, Inc., for a Commission order granting the certificate sought by the applicant.

3. The Commission takes judicial notice of its own records disclosing that the applicant, Orange Lines, Inc., has for a period of two years beginning approximately October 1, 1940, continuously served as an auto transportation company in the transportation of passengers, baggage and express, over the routes involved serving the public and the military personnel at Camp Blanding in common carriage by motor bus between Jacksonville and Camp Blanding and between Green Cove Springs and Starke via Camp Blanding, all of which such operations having heretofore been conducted under contract with S. Bryan Jennings and William J. Porter under the provisions of which Orange Lines, Inc., the applicant, was fully authorized to conduct such operations under Certificate of Public Convenience and Necessity heretofore authorized by this Commission. The Commission further took judicial notice of the formal reports of Orange Lines, Inc., evidencing the large carriage of passengers, baggage and express in the mentioned operations, evidencing the public convenience and necessity involved in the continuance of such operation, and also took judicial notice of the fact that there was no other auto transportation company authorized to conduct such operations.

4. The applicant, Orange Lines, Inc., sought no approval by the Commission of the mentioned contract between Orange Lines, Inc., and others, on the one part, and S. Bryan Jennings and the estate of Stanton Walker, of the other part, dated July 29, 1942, stating that such contract was offered in evidence merely for the purpose of disclosing that there were no adversary matters involved between the applicant and the mentioned parties and that such parties, by their contract and by the personal appearance and the testimony of S. Bryan Jennings, consented to the cancellation of the existing certificate of public convenience and necessity under which operations of the applicant have been heretofore conducted and the issuance of a like certificate to the applicant authorizing continuance of such operations, and like representations were made concerning the mentioned contract between Orange Lines, Inc., and William J. Porter dated September 28, 1942 likewise offered in evidence. The Commission, therefore, considered such contracts no further than as evidence of the agreement between all interested parties that former certificate rights be cancelled and Orange Lines, Inc., recognized as the auto transportation company furnishing the services involved and entitled to the issuance direct to it of the certificate authorizing the continuation of such common carrier service.

5. The Commission expressly considered the provisions occurring in the contract between Orange Lines, Inc., and others of the one part and S. Bryan Jennings and the estate of Stanton Walker, deceased, of the other part, under which Orange Lines, Inc., agreed that in the event its common carrier service to and from Camp Blanding should be suspended or terminated for any purpose it would support application by S. Bryan Jennings and the estate of Stanton Walker, deceased, for a revesting of the certifi-

cate in such applicants and found and advised the applicant and the parties that the provisions of the contract noted by the Commission would be limited to a mere memorandum agreement between the parties and would not be recognized or considered as in any respect in derogation of the Commission's jurisdiction to dispose of such matters and the certificate rights above described in any future proceeding involving service over the routes or the public interest in any such proceeding.

Wherefore, it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida:

That the Certificate rights heretofore vesting in S. Bryan Jennings and William J. Porter, individually or as Camp & Keystone Lines or by assignment of any part thereof to the estate of Stanton Walker, deceased, is hereby, with the consent of the parties **SUSPENDED, CANCELLED AND TERMINATED**.

That Orange Lines, Inc., be and it is hereby granted a Certificate of Public Convenience and Necessity as a common carrier transporting passengers, baggage and express between Jacksonville and Camp Blanding via State Road 68 to its intersection at Waller Crossing with State Road 48 and thence to Camp Blanding and via State Road 68 and new State Highway known as the Middleburg Cut-Off, and between Green Cove Springs and Starke over State Road 48 via Camp Blanding, and between Camp Blanding and Starke via State Military Highway around the South shores of Kingsley Lake, and over such other county, state or military roads the use of which may be necessary or expedient in serving the public and the military personnel in carriage between Camp Blanding and Starke, Camp Blanding and Green Cove Springs and Camp Blanding and Jacksonville.

That nothing contained in these findings or this order be construed or considered by the parties of either of them as approving any contract relation between the parties or in derogation of the Commission's jurisdiction over the parties and over the operations authorized by the certificate granted pursuant to the laws of the State of Florida, the rules and regulations of this Commission and its discretion lawfully to be authorized thereunder.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session in Jacksonville at the Mayflower Hotel, this 28th day of September, A. D. 1942.

ORDER NO. 1569,

DOCKET NO. 984.

IN RE: APPLICATION OF LAKE CITY TRANSPORTATION COMPANY, INC., FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY TO OPERATE A MOTOR BUS COMPANY TRANSPORTING PASSENGERS BETWEEN LAKE CITY AND THE UNITED STATES NAVY OPERATIONAL AIR FIELD AT LAKE CITY, FLORIDA, USING U. S. HIGHWAY NO. 1 AND FLORIDA HIGHWAY NO. 28, FOR THE DURATION OF THE WAR PERIOD AND SIX MONTHS THEREAFTER.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

It appearing from the application of Lake City Transportation Company, Inc., that public convenience and necessity require adequate service for the Military personnel and workers at the United States Navy Operational Air Field in and out of Lake City, Florida; and it further appearing that Southeastern Greyhound Lines and Florida Motor Lines Corporation, both of which companies now operate over the highways serving this Air Field, have withdrawn opposition to this application and consented to the granting of the Certificate; and the applicant, Lake City Transportation Company, Inc., having agreed to abide by the law; rules and regulations of this Commission as to filing with this Commission insurance coverage meeting the requirements of the statute and the Commission's rules and agreeing to pay the mileage taxes assessed by the State of Florida upon such operation:

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that Certificate of Public Convenience and Necessity be and the same is hereby **GRANTED** to Lake City Transportation Company, Inc., of Lake City, Florida, authorizing it to transport by motor vehicle passengers between Lake City, Florida, and the United States Navy Operational Air Field using U. S. Highway No. 1 and Florida Highway No. 28, for the duration of the war emergency and six months thereafter.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 7th day of October, 1942.

ORDER NO. 1568,

DOCKETS NOS. 795 AND 926.

IN RE: JOINT APPLICATION OF SALLIE M. MCCASKILL, ADMINISTRATRIX OF THE ESTATE OF K. E. MCCASKILL, DECEASED, DAVE MCKINNEY AND M. R. AND R. TRUCKING COMPANY, INC., OF VALPARISO, FLORIDA, FOR TRANSFER OF LIMITED COMMON CARRIER CERTIFICATE NO. 11 TO M. R. AND R. TRUCKING COMPANY, INC.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 793 dated November 28, 1941, this matter came on for hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on January 13, 1942.

H. C. Reynolds appeared for applicants.

2. By Order No. 1437 dated March 25, 1941, limited Common Carrier Certificate No. 11 was granted to K. E. McCaskill of DeFuniak Springs, Florida, authorizing him to transport by motor vehicle:

- (a) Slag, lime, lumber, cement, brick, structural steel, gravel, coal, sand and poles between all points in West Florida West of and including Marianna, Florida.
- (b) Nails, roofing, wire fencing, doors, windows, pipe iron, rods, shingles and sheet iron roofing between all points in West Florida West of and including Marianna, Florida, which are not served by any railroad or motor common carrier.
- (c) Commodities generally between DeFuniak Springs and Eglin Field and between Crestview and Eglin Field.

3. Operations under this Certificate were begun and continued by K. E. McCaskill until his death in June, 1941. Sallie M. McCaskill qualified as the administratrix of the estate of K. E. McCaskill, deceased, and with the approval and permission of the County Judge of Walton County, sold to Dave McKinney on the 7th day of August, 1941, all of the trucking equipment owned by K. E. McCaskill, and also transferred all of the right, title and interest in and to said Certificate of Public Convenience and Necessity formerly issued to K. E. McCaskill. On October 30, 1941, Dave McKinney, who appears to have been a partner of the firm of M. R. and R. Trucking Company, sold, transferred, conveyed and delivered to said M. R. and R. Trucking Company, all of said property purchased from Sallie M. McCaskill, including his right, title and interest in and to Certificate of Public Convenience and Necessity No. 11. All of the parties including Sallie M. McCaskill as administratrix of the estate of K. E. McCaskill, de-

ceased, Dave McKinney and M. R. and R. Trucking Company, which has since incorporated under the laws of the State of Florida, have joined in a joint application before this Commission for the approval of the transactions detailed herein in reference to Certificate of Public Convenience and Necessity No. 11.

4. This matter was heard by the Commission on January 15, 1942, but at the hearing it appeared that M. R. and R. Trucking Company, Inc., had not filed with the Commission a Certificate from the Secretary of State that said Company had incorporated under the laws of the State of Florida and was authorized to do business in the State, neither had it filed a financial statement. The Commission entered its order from the bench that the transfer of Certificate of Public Convenience and Necessity No. 11 would be approved when the company filed a copy of its charter and a financial statement. It now appears that a copy of the charter of the M. R. and R. Trucking Company was filed with this Commission by the Secretary of State on September 3, 1942 and that a satisfactory financial statement of the company has also been filed with this Commission.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of Sallie M. McCaskill as administratrix of the estate of K. E. McCaskill, deceased, Dave McKinney and M. R. and R. Trucking Company, Inc., for approval of transfer of Certificate of Public Convenience and Necessity No. 11 as a limited common carrier heretofore issued to K. E. McCaskill by Order No. 1437, dated March 25, 1941, to M. R. and R. Trucking Company, Inc., be and the same is hereby **APPROVED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 9th day of September, 1942.

ORDER NO. 1567,

DOCKET NO. 521.

IN RE: APPLICATION OF TOM H. BLOWERS TO SUSPEND FOR THE DURATION OF THE WAR OPERATIONS UNDER PERMIT NO. 401, AS EXTENDED BY ORDER NO. 1088.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

It appearing from the petition filed on behalf of Tom H. Blowers that the contract carrier service by motor vehicle authorized by this Commission under Permit No. 401, as extended by Order No. 1088, has been temporarily suspended due to circumstances and conditions beyond the control of the holder of said permit, and that said permit holder desires, and that there should be granted, leave for such temporary

suspension during the present war emergency or until such time as said services can be resumed.

WHEREFORE, it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that leave be and the same is hereby granted for the temporary suspension of such contract carrier service during the present war emergency or until such time as it can be resumed and that contract carrier Permit No. 401, as extended by Order No. 1088, and all operating rights thereunder, be preserved in full force and effect for renewal of the services authorized thereunder upon the termination of the present war emergency or upon a showing that said service can be resumed.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 16th day of September, 1942.

ORDER NO. 1566,

DOCKET NO. 297.

IN RE: APPLICATION OF M. F. HALL, d/b/a HALL'S TAXI SERVICE, CLEARWATER, FLORIDA, FOR CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY AS A COMMON CARRIER BY MOTOR VEHICLE OF PASSENGERS FROM CLEARWATER, FLORIDA TO INDIAN ROCKS, FLORIDA, AND RETURN USING STATE HIGHWAY NO. 233.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 816, dated August 10, 1942, this matter came on for formal hearing before the Railroad Commission of the State of Florida at the Tampa Terrace Hotel, Tampa, Florida on Wednesday, August 26, 1942.

M. F. Hall appeared for the applicant.

2. The Applicant operates a taxi service in the City of Clearwater and holds Permits No. 227 which authorized him to operate out of the City of Clearwater on occasional trips. He testified that he had had frequent requests to transport passengers between Clearwater and Indian Rocks. It was his opinion that this service would be convenient to the public and that he would be enabled to make a fair return upon his investment from the operation. He proposes to use two buses and to operate three round trips daily leaving Clearwater approximately at 8:30 a. m.—1:30 p. m.—and 5:30 p. m. and to charge a fare of twenty-five cents each way.

3. The Commission being of the opinion that the operation of this service would be in the public interest GRANTED the application from the bench.

WHEREFORE, It is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of M. F. Hall d/b/a Hall's Taxi Service, Clearwater, Florida, for a Certificate of Public Convenience and Necessity as a Common Carrier by motor vehicle transporting passengers between Clearwater, Florida and Indian Rocks, Florida using Highway No. 233 BE and the same is hereby APPROVED.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at Tampa, Florida on August 26, 1942.

ORDER NO. 1565,

DOCKET NO. 569.

IN RE: APPLICATION OF ORLANDO TRANSIT COMPANY OF ORLANDO, FLORIDA, TO OPERATE BETWEEN ORLANDO AND LONGWOOD SERVING ALTAMONTE AND MAITLAND; BETWEEN ORLANDO AND APOPKA SERVING LOCKHART AND BETWEEN ORLANDO AND GROVELAND SERVING CLERMONT AND BETWEEN WINTER PARK AND OVIEDO.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. In order to provide more adequate service and a greater number of schedules to the people of the communities of Longwood, Maitland, Lockhart, Groveland and Clermont, this Commission has authorized Orlando Transit Company to extend its bus service from Orlando to these various communities for the duration of the war.

WHEREFORE, It is CONSIDERED, ORDERED and ADJUDGED by the Railroad Commission of the State of Florida that Orlando Transit Company BE and it is HEREBY AUTHORIZED to operate between Orlando and Longwood, serving Altamonte and Maitland; also between Orlando and Apopka, serving the town of Lockhart and also between Orlando and Groveland, serving Clermont and between Winter Park and Oviedo for the duration of the war emergency.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this the eleventh day of July, 1942.

ORDER NO. 1564,

DOCKET NO. 737.

IN RE: DISCONTINUANCE OR SUSPENSION OF SCHEDULE NO. 3, TIME TABLE NO. 1-W BETWEEN TALLAHASSEE AND LIVE OAK, FLORIDA BY FLAMINGO TRUCK LINES, INCORPORATED.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Flamingo Truck Lines, Inc., operates through schedules between Jacksonville and Tallahassee and also operates a shuttle service between Tallahassee and Live Oak. It is now of opinion that its through schedules are sufficient to handle all traffic between Tallahassee and Live Oak and it desires to suspend the operation of this shuttle service for the duration of the war emergency. The Commission is of opinion that this request should be granted.

WHEREFORE, It is CONSIDERED, ORDERED and ADJUDGED by the Railroad Commission of the State of Florida that Flamingo Truck Lines, Inc., BE and it is HEREBY AUTHORIZED to suspend the operation of its Schedule No. 3, Time Table No. 1-W providing for the operation of a shuttle service between Tallahassee and Live Oak for the duration of the war emergency.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this the twenty-second day of May, 1942.

ORDER NO. 1563,

DOCKET NO. 100-10.

IN RE: DISCONTINUANCE OF SERVICE BY ST. JOHNS RIVER LINE COMPANY TO CERTAIN POINTS IN THE OCALA-LEESBURG TERRITORY.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. By the operation of Order of the Office of Defense Transportation, known as O. D. T. No. 3, which prohibits common carriers from accepting or receiving any property for transportation over a circuitous route, St. Johns River Line Company finds it is compelled to discontinue its service from and to certain points in Orange, Lake and Marion Counties during the war emergency. The Company does not desire to surrender its operating rights in this territory and desires temporary authority to discontinue this service.

WHEREFORE, It is CONSIDERED, ORDERED and ADJUDGED by the Railroad Commission of the State of Florida that St. Johns River Line Company is hereby authorized to suspend all service to and from points in Orange, Lake and Marion Counties as follows:

Astor
Astor Park
Levy Hammock
Silver Springs
Ocala

Apopka
Plymouth
Zellwood
Okahumpka
Mascotte

Ft. Mason
Grand Island
Lisbon
Eustis
Mt. Dora
Tavares
Leesburg
Lockhart

Groveland
Clermont
Minneola
Mohawk
Oakland
Tildenville
Winter Garden
Ocoee

It is FURTHER ORDERED that this suspension shall BE and BECOME EFFECTIVE as of July 6, 1942 for the period of the war emergency and not exceeding six (6) months thereafter.

It is FURTHER ORDERED that the operating rights from and to these points will be protected and that St. Johns River Line Company may resume operations after the present war emergency or sooner if conditions permit.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this the tenth day of July, 1942.

ORDER NO. 1562,

DOCKET NO. 680.

IN RE: APPLICATION OF J. H. SHIPE TRUCKING COMPANY, WINTER HAVEN, FLORIDA, FOR EXTENSION OF ITS CONTRACT CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 224 TO TRANSPORT UNDER CONTRACT WITH BORDO PRODUCTS COMPANY, INC.; WITH ROBERTS BROTHERS, INC., AND WITH SUNDINE COMPANY, INC.

also

FOR APPROVAL OF THE TRANSFER OF CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 224 FROM J. H. SHIPE TRUCKING COMPANY TO J. H. SHIPE TRUCKING CORPORATION.

also

TO EXTEND ITS CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 224 TO INCLUDE THE TRANSPORTATION OF CANNING PLANT PRODUCTS AND SUPPLIES UNDER CONTRACT FOR APTE BROTHERS CANNING COMPANY, FLORIDA CITRUS CANNERS COOPERATIVE, FLORIDAGOLD CITRUS CORPORATION, INTERNATIONAL FRUIT CORPORATION, MITCHELL CANNERIES INCORPORATED AND THE SUNSHINE FOODS, INC.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 657 dated November 12, 1940, the application of J. H. Shipe Trucking Company of Winter Haven, Florida for extension of its Contract Certificate of Public Convenience and Necessity No. 224 to transport empty cans under contract with Bordo Products Company, Inc., Roberts Brothers, Inc., and Sundine Company, Inc., to various places in the State of Florida came on for hearing before the Railroad Commission at its hearing room in the Supreme Court Building, Tallahassee, Florida on Tuesday, November 26, 1940.

Kitchen and Swartz, Jacksonville, Florida, appeared for the Applicant.

J. A. Bliss appeared for St. Johns River Line Company.

W. T. Wolfe appeared for Flamingo Truck Lines, Inc.

T. B. Smith appeared for Central Truck Lines.

2. It appeared at this hearing that J. H. Shipe, d/b/a J. H. Shipe Trucking Company holds Certificate of Public Convenience and Necessity No. 224 from this Commission authorizing it to transport canning plant products from the plants located at Winter Haven and Lake Alfred to Tampa and Port Tampa, Florida and on return trips it transports sugar and canning plant supplies from Tampa to plants at Winter Haven and Lake Alfred, under contract with the Bordo Products Company, Winter Haven, Roberts Brothers, Inc., and Sundine Company of Lake Alfred. It now asks for authority to transport under contract for the same three companies empty cans from Orlando, Florida. It appears that these companies are purchasing their cans from the Crown Canning Company of Orlando and it is more convenient for them to receive cans from this company than to receive them by rail from points scattered throughout the United States. It was the opinion that it was necessary to have some contract carrier transport these products as they are dealing with a perishable commodity and unless they can get the cans when needed and in the sizes that they need they would be liable to severe loss of the fruit juices which they can. These companies desired this contract carrier to transport the cans for them as contract carriage was more satisfactory to their business.

3. At the hearing the contracts with these three companies were offered in evidence but there was some question as to the proof of the execution of the contracts and especially the one with Bordo Products, Inc. Subsequent to the hearing, Counsel for the applicant filed with this Commission the ratification by Bordo Products Company, Inc., through its proper officers and under seal of the company of the terms and conditions of the contract and an acceptance of such terms on their part as if it had been originally executed by the said officers for and on behalf of said Company. This was accepted as sufficient

proof of the execution of the contract but no order was ever issued in this proceeding.

4. On January 2, 1942, the applicant filed another application seeking the approval of the transfer of Certificate No. 224 from J. H. Shipe, d/b/a J. H. Shipe Trucking Company to J. H. Shipe Trucking Corporation. And also asked for an extension of this Certificate to include the transportation of canning plant products and supplies under contract for various companies named in its application.

5. Pursuant to Notice No. 802, dated March 11, 1942, this matter came on for formal hearing before the Railroad Commission at Hotel Haven in Winter Haven, Florida on Friday, April 3, 1942.

Dan R. Swartz of the firm of Kitchen and Swartz, appeared for the Applicant.

John M. Allison of Tampa, Florida appeared for Central Truck Lines, Hunt Truck Lines, Flamingo Truck Lines, Inc., St. Johns River Line Company and Great Southern Trucking Company, Protestants.

6. For convenience of operation and to perfect economies in its operation the applicant has incorporated under the Name of J. H. Shipe Trucking Corporation under the laws of the State of Florida and has sold to the corporation all of his rights under Certificate of Public Convenience and Necessity No. 224 together with assets including trucks, office and shop equipment, real estate, consisting of nine lots, garage building and other assets totaling the sum of \$17,077.15. J. H. Shipe, as President of the new company, agreed to file all reports required under the laws and rules of this Commission and to assume all liabilities of the J. H. Shipe Trucking Company and agreed to be bound by all contracts entered into by and between the J. H. Shipe Trucking Company and various companies for the transportation of products as a contract carrier over the highways over which his present Certificate permits operation.

7. The applicant also filed with this Commission copies of nine contracts which were marked Exhibit C-1 to C-9 inclusive, the originals of which contracts are attached to the application and asked the Commission to approve the same. It appears from examination of these contracts that Exhibits C-2, C-7 and C-8 are renewals of contracts originally entered into by and between J. H. Shipe d/b/a J. H. Shipe Trucking Corporation with the Bordo Products Company, Roberts Brothers, Inc., and Sundine Company, Inc., and these contracts are similar to the originals except that they are executed with these companies by the new corporation, J. H. Shipe Trucking Corporation. The other contracts are contracts executed by J. H. Shipe Trucking Corporation and Apte Brothers Canning Company and provide for the

transportation of canning plant products and supplies between Lake Garfield, Tampa, Port Tampa, Haines City and Orlando, Florida; also with Florida Citrus Cannery Corporation and provide for the transportation of canning plant products and supplies between Lake Wales, Winter Haven, Tampa and Port Tampa; also contract with Floridagold Citrus Corporation and provide for the transportation of canning plant products and supplies between Winter Haven, Lake Alfred, Tampa, Port Tampa, Haines City and Orlando; also with International Fruit Corporation and provide for the transportation of canning plant products and supplies between Winter Haven, Lake Alfred, Lucerne Park, Tampa, Port Tampa, Haines City, Orlando and also with Mitchell Canneries, Inc., providing for the transportation of canning plant products and supplies between Ft. Meade, Tampa, Port Tampa, Haines City and Orlando and also with the Sundine Foods, Inc., and provides for the transportation of canning plant products and supplies between Winter Haven, Lake Alfred, Tampa, Port Tampa, Haines City and Orlando. There was objection offered to the admission of some of these contracts on the ground that the execution was not properly proven. By reason of our conclusions in this case it is unnecessary to pass on these questions.

8. Common Carriers operating in this territory seriously objected to the granting of these various contracts on the ground that there were multiple schedules between all of the points offered by qualified common carriers and that they were ready, able and willing to handle all of this transportation that was necessary to the companies and efficient operation of the various canning plants which sought the contract with the J. H. Shipe Trucking Corporation.

9. The Commission has carefully considered the record in these cases and is of opinion that the application should be granted in part and denied in part.

WHEREFORE, It is CONSIDERED, ORDERED and ADJUDGED by the Railroad Commission of the State of Florida that the application of J. H. Shipe, d/b/a J. H. Shipe Trucking Company for an extension of its Certificate of Public Convenience and Necessity No. 224, authorizing the transportation under contract with Bordo Products Company, Inc., of empty cans from Orlando, Florida to Winter Haven, Florida and under contract with Roberts Brothers, Inc., of empty cans from Orlando, Florida to Winter Haven, Florida and under contract with Sundine Company, Inc., of empty cans from Orlando, Florida to Lake Alfred, Florida, using in this transportation State Highway No. 2, United States Highway Nos. 17 and 92 and County Roads between Winter Haven and Haines City BE and the same is hereby APPROVED, effective as of February 6, 1941.

It is FURTHER ORDERED that the transfer of Certificate of Public Convenience and Necessity No. 224 from J. H. Shipe, d/b/a J. H. Shipe

Trucking Company to J. H. Shipe Trucking Corporation, a Florida Corporation, BE and the same is hereby APPROVED.

It is FURTHER ORDERED that the contracts entered into by and between J. H. Shipe Trucking Corporation and Bordo Products Company, Roberts Brothers, Inc., and Sundine Company, providing for the transportation of canning plant products and supplies in intrastate commerce between Tampa, Port Tampa, Winter Haven, Haines City and Lake Alfred, Florida, being renewals of contracts between J. H. Shipe, d/b/a J. H. Shipe Trucking Company and these parties already approved by this Commission, BE and the same are hereby APPROVED.

It is FURTHER ORDERED that the application of J. H. Shipe Trucking Corporation for an extension of its Certificate of Public Convenience and Necessity No. 224 to include the transportation of canning plant products and supplies under contract for Apte Brothers Canning Company, Florida Citrus Cannery Cooperative, Floridagold Citrus Corp., International Fruit Corporation, Mitchell Canneries, Inc., and the Sunshine Foods, Inc., BE and the same is hereby DENIED.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session in its offices in the City of Tallahassee, Florida, on August 18, 1942.

CITATION

ORDER NO. 1561,

DOCKET NO. 100-53.

IN RE: COMPLAINT AGAINST FIVE TRANSPORTATION COMPANY OF BRUNSWICK, GEORGIA, FOR FAILURE TO FILE AN ACCEPTABLE AND CORRECT ANNUAL REPORT OF ITS OPERATIONS FOR THE YEAR 1941.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

On May 27, 1942, Citation was issued against Five Transportation Company of Brunswick, Georgia for failure to file an acceptable and correct Annual Report of its operations for the year 1941. Hearing was held on said Citation on June 16, 1942.

H. W. Kilby represented the Respondent.

It appears from the evidence in this case that the report of this Company was submitted on the sixteenth day of February, 1942, and the Accountant of the Railroad Commission on the same date notified the Company that the report was not acceptable and called its attention to several discrepancies in the report. Not hearing from this letter a wire was sent on May 14 requesting advice as to when to expect the corrected report. On May 23rd a telegram was received stating that the

report would be corrected and filed within a week. On May 26, 1942 further telegram was received that the report would be submitted within the next ten days. At the time of the hearing no report had been received although a period of four months had elapsed since a corrected report was required.

It is **THEREFORE CONSIDERED, ORDERED** and **ADJUDGED** by the Railroad Commission of the State of Florida that Five Transportation Company of Brunswick, Georgia is guilty as charged in said Citation of having failed to file an acceptable and correct Annual Report of its operations for the year 1941 and has incurred penalties which said penalties are fixed as follows:

1. Revocation of Certificate of Public Convenience and Necessity No. 15.
2. Payment to the Treasurer of the State of Florida of the sum of \$50.00 as a fine.

It is further **ORDERED** that this order shall take effect on August 31, 1942 and that payment of said fine of \$50.00 on or before said date will be accepted as full satisfaction of the judgment herein rendered; otherwise the revocation of said certificate shall stand and be enforced as of said date.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 18th day of August, 1942.

ORDER NO. 1560,

DOCKET NO. 329.

IN RE: JOINT APPLICATION OF PAN AMERICAN BUS LINES AND PAN AMERICAN GREYHOUND LINES, INC., FOR THE APPROVAL OF THE TRANSFER OF THE INTERSTATE OPERATING RIGHTS FROM PAN AMERICAN BUS LINES TO PAN AMERICAN GREYHOUND LINES, INC.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. On August 6, 1942 there was filed with this Commission the joint application of Pan American Bus Lines and Pan American Greyhound Lines, Inc., for approval of the transfer of the interstate operating rights of Pan American Bus Lines to Pan American Greyhound Lines, Inc.

2. Pan American Bus Lines has been operating as an interstate motor carrier of passengers, baggage and light express from the Georgia-Florida State Line to Miami via Jacksonville, St. Augustine, Daytona Beach and West Palm Beach since 1935. Pursuant to findings in Pan

American Bus Line's operations 1MCC190 a Certificate was issued to this Company by the Interstate Commerce Commission on February 15, 1937—Docket No. MC-2741 authorizing operation as a motor vehicle common carrier of passengers between New York and Miami serving sixteen (16) specified intermediate points. This Company operated interstate in Florida until August 14, 1940, when it leased its operations to Pan American Trail Ways, Inc. This Company was unable to conform to the conditions imposed upon it by the Interstate Commerce Commission and turned back the operations to Pan American Bus Lines on or about April 30, 1941. Due to the war conditions Pan American Bus Lines was unable to profitably maintain its Interstate operations in the State of Florida and it made and entered into a lease with Pan American Greyhound Lines, Inc., dated January 16, 1942 under which Pan American Greyhound Lines, Inc., succeeded to the interstate operating authority of Pan American Bus Lines. This lease agreement failed to receive the approval of the Interstate Commerce Commission and was not approved by this Commission.

3. It now appears from Order of the Interstate Commerce Commission dated June 2, 1942, that the Interstate Commerce Commission has approved the acquisition by Pan American Greyhound Lines, Inc., of the stock holdings of Pan American Bus Lines and the acquisition of operating rights by Pan American Greyhound Lines, Inc., subject to notification by Pan American Greyhound Lines, Inc., of full compliance with the Interstate Commerce Commission Order. This notification has been given and the two companies now apply to this Commission for approval of the transfer as herein mentioned. It is the opinion of the Commission that the transfer is in the interest of the public and since Pan American Greyhound Lines, Inc., has agreed to comply with the laws of the State of Florida and the Rules and Regulations of this Commission touching such interstate operations, the transfer should be approved.

WHEREFORE, It is CONSIDERED, ORDERED and ADJUDGED by the Railroad Commission of the State of Florida that the joint application of Pan American Bus Lines and Pan American Greyhound Lines, Inc., for approval of the transfer of the interstate operating authority of Pan American Bus Lines from the Georgia-Florida State Line to Miami over United States Highway No. 17, State Road No. 3 from the State Line to Jacksonville and thence over United States Highway No. 1, State Road No. 4 to Miami via St. Augustine, Daytona Beach and the Palm Beaches BE and the same is hereby APPROVED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this the eighteenth day of August, 1942.

ORDER NO. 1559,

DOCKET NO. 982.

IN RE: APPLICATION OF TRANSIT LINES, INC., WITH ITS PRESENT PLACE OF BUSINESS THE CITY OF FORT MYERS, FLORIDA, FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY AS A COMMON CARRIER BY MOTOR VEHICLE TRANSPORTING PASSENGERS, LIGHT EXPRESS AND BAGGAGE BETWEEN FORT MYERS, FLORIDA AND FORT MYERS BEACH AND BETWEEN FORT MYERS AND THE UNITED STATES FLEXIBLE GUNNER SCHOOL.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

(1) Pursuant to Notice No. 813, dated July 7, 1942, this matter came on for formal hearing before the Railroad Commission of the State of Florida at the Court House in Fort Myers, Florida on Wednesday, July 29, 1942 at 10 o'clock A. M.

A. Pickens Coles appeared for the Applicant.

No one appeared in opposition to the Application.

(2) The Applicant is a Florida Corporation and holds a permit from the said State to engage in the transportation of passengers as a bus line. From its financial statement offered in evidence it appears to be financially able to carry on this operation. It holds a franchise from the City of Fort Myers granted by ordinance subject to a referendum election and was approved at the election called on July 1, 1942. This franchise is for a period of fifteen (15) years. The Applicant is now operating within the City limits of Fort Myers and is serving the Flexible Gunnery School and also Paige Field under temporary authority from this Commission. The Applicant has now in effect ten (10) round trip schedules between Fort Myers and the Flexible Gunnery School beginning them at 5 A. M. and running through 11:30 P. M. It also operates thirty-six (36) round trips a day between Fort Myers and Paige Field which is a continuous schedule from 5:30 A. M., until 12:40 A. M. Under temporary authority the Applicant is now operating three (3) round trips daily between Fort Myers and Fort Myers Beach leaving Fort Myers at 7 A. M., 1:30 P. M. and 6 P. M. It proposes to operate from Fort Myers out First Street and thence over Road 25 to Buckingham and over County Road from Buckingham intersection to the boundary of the Army reservation or Flexible Gunnery School approximately four miles. It also operates from Fort Myers over United States Highway No. 41 to Paige Field a distance of about 1.7 miles. It proposes to operate between Fort Myers and Fort Myers Beach, a distance of approximately seventeen (17) miles over McGregor Boulevard thence over road 25 to its intersection with the County Road and over the County Road to the Beach. It is now charging a fare of 15¢ each way between Fort

Myers and the Gunnery School and a fare of 10¢ each way between Fort Myers and Paige Field and proposes a fare of 35¢ one way between Fort Myers and Fort Myers Beach.

(3) The Applicant produced the Colonel in charge of the Army Air Corps Flexible Field and Lieutenant Colonel in charge at Paige Field and several witnesses residing at Fort Myers Beach who testified as to the public convenience and necessity of this operation.

(4) The Commission heard the evidence in this case and is of opinion that public convenience and necessity requires the granting of this application and granted the same from the Bench.

WHEREFORE, It is CONSIDERED, ORDERED and ADJUDGED by the Railroad Commission of the State of Florida that the application of Transit Lines, Inc., of Fort Myers, Florida for a Certificate of Public Convenience and Necessity as a Common Carrier by motor vehicle of passengers, light express and baggage between Fort Myers, Florida and Fort Myers Beach, operating out McGregor Boulevard thence road 25 to its intersection of County Road thence over County Road to the Beach approximately a distance of 17 miles, and between Fort Myers and the United States Flexible Gunnery School operating over a new proposed highway with the right to detour between such points over State Highway No. 25 and County Roads pending the completion of said new highway under the schedules and rates of fare filed with this Commission BE and the same is hereby GRANTED.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at Fort Myers, Florida on July 29, 1942.

ORDER NO. 1558,

DOCKET NO. 980.

IN RE: APPLICATION OF STANN STANLEY d/b/a STANLEY'S SIGHTSEEING AND TAXICAB COMPANY OF 1402 COLLINS AVENUE, MIAMI BEACH, FLORIDA WITH PRESENT ADDRESS PLANT CITY, FLORIDA FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY AS A COMMON CARRIER OF PASSENGERS BETWEEN DRANE FIELD AND PLANT CITY.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

(1) Pursuant to Notice No. 813, dated July 7, 1942, this matter came on for formal hearing before the Railroad Commission of the State of Florida at the Hillsborough Hotel, Tampa, Florida on Monday, July 27, 1942 at 10 o'clock A. M.

Stann Stanley appeared for the Applicant.

V. E. Abbott represented the Florida Motor Lines Corporation.

(2) The applicant has been for sometime engaged in the business of operating a sightseeing taxicab in Miami Beach and was approached by representatives of Plant City to provide service for the soldiers and citizen personnel at Drane Field located approximately 7 miles from Plant City. He thereupon filed his application for a Certificate of Public Convenience and Necessity authorizing him to furnish such service. He proposes to operate between Drane Field and Plant City serving Coronet and Springhead. He proposes to operate two schedules in the morning and to operate hourly trips beginning at noon and running until midnight. He proposes to charge a rate of 15¢ one way or 25¢ round trip. The applicant has been for sometime in the bus and taxicab business and from his financial statement seems to be able to provide this service.

(3) The Mayor, City Engineer and City Attorney of Plant City approved the application together with several other witnesses who live in this territory testified that public convenience and necessity would be served by the granting of this application.

(4) A representative of the Florida Motor Lines Corporation filed a petition for intervention in this proceeding setting up its operation and offering to perform any service which the Commission found that public convenience and necessity required between Drane Field and Plant City. At the same time it withdrew any opposition to the granting of this present application if said application was amended or if the Commission awards the applicant a service limited to the duration of the war and not exceeding six (6) months thereafter.

(5) The Commission has carefully considered the evidence of record in this case and is of opinion that the application should be granted but since the Law requires that Certificate Holders operating in the territory should be protected is of the opinion that the application should be limited to the duration of the war and not exceeding six (6) months thereafter.

WHEREFORE, It is CONSIDERED, ORDERED and ADJUDGED by the Railroad Commission of the State of Florida that the application of Stann Stanley d/b/a Stanley's Sightseeing and Taxicab Company for a Certificate of Public Convenience and Necessity as a Common Carrier of passengers between Drane Field and Plant City, Florida, serving Coronet and Springhead BE and the same is hereby APPROVED effective during the period of the war and not exceeding six (6) months thereafter.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session in Tampa, Florida on July 27, 1942.

CITATION**ORDER NO. 1557,****DOCKET NO. 869.**

IN RE: COMPLAINT AGAINST GEORGIA-FLORIDA COACHES, INC., OF LAKE CITY, FLORIDA FOR FAILURE TO FILE ANNUAL REPORT OF ITS OPERATIONS FOR THE YEAR 1941.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

(1) By Order No. 1539 Georgia-Florida Coaches, Inc., was cited to appear before this Commission and answer the charges of failing to file Annual Report for the year 1941 or for such portion of said year during which it carried on its operations.

(2) Since the citation was issued, Georgia-Florida Coaches, Inc., has filed with this Commission a satisfactory report and the Commission is of opinion that citation against it should be dismissed.

WHEREFORE, It is CONSIDERED, ORDERED and ADJUDGED by the Railroad Commission of the State of Florida that citation against Georgia-Florida Coaches, Inc., of Lake City, Florida for failure to file Annual Report of its operations for the year 1941 BE and the same is hereby **DISMISSED.**

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 11th day of August, 1942.

ORDER NO. 1556,**DOCKETS NOS. 603 AND 979.**

IN RE: JOINT APPLICATION OF JAMES H. WISE DOING BUSINESS AS WISE MOTOR LINES OF CRESTVIEW, FLORIDA, AND J. E. CANNON DOING BUSINESS AS COASTAL STAGES OF FLORALA, ALABAMA, FOR APPROVAL OF THE TRANSFER OF CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 216 FROM WISE MOTOR LINES TO J. E. CANNON DOING BUSINESS AS COASTAL STAGES.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 813 dated July 7, 1942, this matter came on for formal hearing before the Railroad Commission of the State of Florida at the Chipola Hotel in Marianna, Florida, on July 21, 1942.

J. H. Wise and J. E. Cannon appeared in their own behalf.

No one appeared in opposition.

2. James H. Wise, doing business as Wise Motor Lines is authorized under Certificate of Public Convenience and Necessity No. 216 to transport passengers, light express and mail in intrastate commerce between the Alabama-Florida line and Fort Walton via Crestview and Niceville. This company has been operating since 1937 and also holds a Certificate from the Interstate Commerce Commission to operate in interstate commerce. James H. Wise has now entered into a contract with J. E. Cannon to sell and transfer to him Certificate of Public Convenience and Necessity No. 216 including both intrastate and interstate operations. Mr. Cannon has been working with the Capital Motor Lines of Alabama for more than nine years and while the only bus experience that he has had has been the driving of busses he believes he is thoroughly competent to successfully carry on this operation.

He proposes to pay for the line in cash and is financially able to continue its operation. He is familiar with the Florida law and has agreed to comply with all the laws and rules and regulations of this Commission in the operation as a common carrier of passengers. Mr. Wise states that all mileage taxes and all obligations growing out of the operation of this line have paid and he further agrees to file his report up to and including the date of the approval of the sale and transfer of Certificate.

The Commission has carefully examined the record and is of opinion that Mr. Cannon is a fit and proper person to operate a bus line and that the sale and transfer of this Certificate is in the interest of the public.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the joint application of James H. Wise, doing business as Wise Motor Lines and of J. E. Cannon for approval of the sale and transfer of Certificate No. 216 from James H. Wise doing business as Wise Motor Lines to J. E. Cannon be and the same is hereby **APPROVED**.

It is further **ORDERED** that the said J. E. Cannon is authorized to operate said motor line under the name Coastal Stages.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at the Chipola Hotel, Marianna, Florida, this July 21st, 1942.

ORDER NO. 1555,

DOCKET NO. 737.

IN RE: APPLICATION OF FLAMINGO TRUCK LINES, INC., FOR CERTAIN MODIFICATIONS AND CHANGES IN ITS PRESENT SCHEDULES AND ADDING OF NEW SCHEDULES.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 802 dated March 11, 1942 this matter came on for formal hearing before the Railroad Commission of the State of Florida, at the Court House in Gainesville, Florida, on Wednesday, April 1, 1942 at 10 o'clock A. M.

O. C. Beakes, Barnett National Bank Building, Jacksonville, Florida, and J. T. Riddell, 2d and Pearl Street, Jacksonville, Florida, appeared for the applicant, Flamingo Truck Lines, Inc.

John M. Allison, Stovall Professional Building, Tampa, Florida and T. B. Smith, Tampa, Florida, represented the Central Truck Lines, Inc.

D. E. Hunt, 708 Whiting Street, Tampa, Florida, appeared for Hunt Truck Lines.

2. On March 7, 1942, Flamingo Truck Lines, Inc., in accordance with Rule 17 (b) of the Rules and Regulations of this Commission, filed thirteen schedule applications modifying and changing its present schedules and adding new ones. Within ten days, and in accordance with the rule, Central Truck Lines, Inc., filed protest to the granting of these schedule changes and the Commission having considered the schedules and the protest set the matter down for formal hearing as heretofore mentioned herein.

3. At the beginning of the hearing Flamingo Truck Lines, Inc., the applicant, through its counsel, withdrew its application for Time Table No. 1-C, Schedule No. 6; Time Table No. 1-E, Schedule No. 3, and Time Table No. 1-W, Schedule No. 3.

4. Testimony was taken on the remaining schedules and explanations were made as to the reasons for the changes and for the new schedules. It appeared that the majority of these schedules were modified and changed for the purpose of making closer connection with other schedules and to save the use of equipment and conserve tires and gasoline. Objection to most of these schedules during the hearing were withdrawn. As to the others the Commission has considered the record and is of opinion that the changes and the new schedules will result in saving of time and conservation of tires and gasoline and are in the interest of the public and should be granted.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of Flamingo Truck Lines, Inc., for certain modifications and changes in its present schedules and the adding of new schedules, copies of such changes and modifications and new schedules having been filed with this Commission and set out as—

Time Table No. 1-C, Schedule No. 1, operated between Jacksonville and Tampa;

Time Table No. 1-C, Schedule No. 4, operated between Orlando and Leesburg;

Time Table No. 1-C, Schedules Nos. 7 and 8, operated between Tampa and Lakeland;

Time Table No. 1-C, Schedules Nos. 9 and 10, operated as loop schedule from Lakeland;

Time Table No. 1-C, Schedule No. 11, substituted for Time Table No. 2, Schedule No. 3, and operated between Cross City and Gainesville;

Time Table No. 1-E, Schedule No. 2, operated between Miami and Jacksonville;

Time Table No. 1-W, Schedule No. 1, operated between Georgia-Florida State line and Tampa;

Time Table No. 1-W, Schedule No. 1-A, operated between Tallahassee and Tampa;

Time Table No. 3, Schedule No. 4, operated between Jacksonville and Tallahassee,

copies of which schedules are hereto attached and made a part of this order be, and the same are hereby APPROVED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 4th day of August, 1942.

ORDER NO. 1554,

DOCKET NO. 100-1.

IN RE: APPLICATION OF CENTRAL TRUCK LINES, INC., OF TAMPA, FLORIDA, TO OPERATE IN INTRASTATE COMMERCE AS A COMMON CARRIER OF FREIGHT BY MOTOR VEHICLE BETWEEN HAINES CITY AND ORLANDO VIA U. S. HIGHWAYS 17 AND 92; BETWEEN ST. PETERSBURG AND CLEARWATER;

BETWEEN TAMPA AND CLEARWATER AND DUNEDIN VIA ROADS 17 AND 229, AND DAVIS CAUSEWAY; BETWEEN LIVE OAK AND LAKE CITY VIA STATE ROAD 1 AND BETWEEN LIVE OAK AND JASPER VIA STATE ROAD 50; BETWEEN JACKSONVILLE AND TAMPA VIA OCALA USING U. S. HIGHWAY 41; BETWEEN HIGH SPRINGS AND ROMEO VIA STATE ROAD NO. 5; BETWEEN ARCHER AND GAINESVILLE VIA ROAD NO. 13; BETWEEN NEWBERRY AND GAINESVILLE VIA ROAD 14; BETWEEN UMATILLA AND WEIRSDALE VIA STATE ROAD 38; BETWEEN ALTOONA OVER STATE ROAD 100 AND ITS INTERSECTION WITH ROAD 38; BETWEEN ROAD 31 AND 267 OVER COUNTY ROADS VIA EARLETON; BETWEEN DADE CITY VIA ROAD 34 AND ITS INTERSECTION WITH STATE ROAD 2, ALSO OVER COUNTY ROAD FROM ITS INTERSECTION WITH ROAD 34 VIA KATHLEEN AND LAKELAND; BETWEEN POLK CITY AND AUBURNDALE VIA STATE ROAD 61, AND BETWEEN DUNNELLON AND YANKEETOWN VIA ROAD 16-A, AND BETWEEN RED LEVEL AND INGLIS VIA ROAD 15, AND BETWEEN RED LEVEL AND DUNNELLON VIA ROAD 168 USING SCHEDULES FILED WITH THIS COMMISSION.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 802, dated March 11, 1942, this matter came on for formal hearing before the Railroad Commission of the State of Florida at the Court House in Gainesville, Florida, on Wednesday, April 1, 1942 at 10 o'clock A. M.

John M. Allison, 305 Morgan Street, Tampa; T. B. Smith, Tampa; and J. F. Smalley, Tampa, Florida, represented the applicant.

O. C. Beakes, Barnett Bank Building, Jacksonville, Florida, appeared for Flamingo Truck Lines.

Ivan E. Green appeared for Green Brothers Truck Line.

G. F. Tresher and George H. Cochrane of Jacksonville, Florida, appeared for St. Johns River Line Company.

2. At the hearing it developed that there was no opposition to certain of the routes described in the application, as follows:

Route No. 9 between Umatilla and Weirsdale via Road 38; Route No. 10 between Altoona over road 100 and its intersection with Road 38; Route No. 11 between Road 31 and Road 267 over County Road via Earleton; Route No. 12 between Dade City via road 34 and its intersection with State Road No. 2, and also over County road from its intersection with Road 34 via Kathleen to Lakeland; Route No. 13 between Polk City and Auburndale via

State Road 61; Route No. 14 between Dunnellon and Yankeetown via Road 16-A and between Red Level and Inglis via road 15; and between Red Level and Dunnellon via Road 168.

Applicant serves the points named in these various routes although not over the particular roads sought, and the granting of these routes would enable the applicant to conserve equipment and tires and obviate circuitous routing. The Commission is of opinion that the applicant should be permitted to operate these routes.

3. At the beginning of the hearing it was stated that there was objection to the granting of that part of the application known as Routes No. 1 through Route No. 8 inclusive. As to Route No. 1 between Haines City and Orlando via U. S. Highways 17 and 92, applicant now operates over these highways in both intrastate and interstate commerce; but as to its intrastate Schedule No. 13, Time Table No. 4, it is required by this Commission by its Order No. 838 to operate such schedule with closed doors, and by this application the applicant seeks to remove such restriction from this schedule. The restriction of closed doors on this schedule applies to its Northbound operation only and the applicant is now overcoming this restriction by extra handling of freight. After the effect of this restriction was explained all the protestant carriers withdrew their objection to it.

4. During the progress of the hearing the applicant withdrew its application as to Routes Nos. 2 and 3, described therein between St. Petersburg and Clearwater and Tampa and Clearwater and Dunedin stating that it had reached an agreement with Green Brothers Truck Line for the purchase and acquisition of its Certificate and would later make application to the Commission for approval of this transfer.

5. By Route No. 4, applicant seeks to operate between Live Oak and Lake City via State Road 1, U. S. Highway No. 92, and between Live Oak and Jasper via State Road No. 50. The applicant now operates over these routes daily in interstate commerce but is restricted by this Commission in intrastate service to two days per week. It is the desire of the applicant to be relieved of such restriction and to have the right to operate a daily service. After this restriction had been explained, and the reason for the application given, Flamingo Truck Lines, Inc., withdrew all opposition to the granting of this route.

6. Route No. 5, as described in the application, is between Jacksonville and Tampa via Ocala on U. S. Highway No. 41. The applicant now operates over this route using among others its present schedule No. 21, Time Table No. 4. The applicant desires to eliminate certain foot-notes on this schedule reading as follows:

"To be operated when and as needed between October 15th and May 15th,"

also foot-note:

"Restricted Southbound as to interstate traffic between Jacksonville and Ocala inclusive."

The applicant desires to eliminate these two restrictions so as to leave the schedule open as to interstate and intrastate commerce between all points and to show on the schedule a foot-note reading:

"To be operated as a relief schedule."

The result of this would be that both equipment, labor, gasoline and tires would be conserved and the equipment could be used to its fullest capacity. There was some opposition to this schedule because other truck lines feared that tonnage might be picked up early in the morning at Jacksonville for Gainesville and Ocala area. The applicant agreed that it would not pick up freight in Jacksonville destined for the Gainesville and Ocala area between 12:00 o'clock midnight and 8:00 A. M. on this schedule and opposition thereto was withdrawn.

7. Routes Nos. 6, 7, and 8 were considered together. Route 6 proposes an operation between High Springs and Romeo via State Road 5, including intermediate points in intrastate commerce. Applicant now operates over this route in interstate commerce.

Route No. 7 asks for authority to operate between Archer and Gainesville via Road 13 in intrastate commerce. It now operates over this route in interstate commerce.

Route No. 8 proposes an operation between Newberry and Gainesville via Road 14. Applicant is now authorized to use this route in interstate commerce.

There was considerable testimony offered tending to show public convenience and necessity for these operations and also testimony was offered as to the effect the granting of these rights would have upon other truck lines serving the territory. The Commission has carefully considered the testimony and is of opinion that since the applicant now operates in interstate commerce over these routes serving these particular points that it should be permitted to open the doors of its trucks to intrastate commerce.

8. The commission has carefully considered the record in this case and is of opinion that public convenience and necessity require the granting of the application, as amended, and the approval of the schedules proposed for operation.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that Certificate of Public Convenience and Necessity No. 56, of Central Truck Lines, Inc., of Tampa, Florida, be and the same is hereby **EXTENDED** to include

operation in intrastate commerce as a common carrier by motor vehicle of freight over the routes described in its application, as amended, including intermediate points as follows:

ROUTE NO. 1—Between Haines City and Orlando via U. S. Highways Nos. 17 and 92, removing all restrictions as to closed doors.

ROUTE NO. 4—Between Live Oak and Lake City via State Road No. 1, U. S. Highway No. 92, and between Live Oak and Jasper via State Road No. 50, removing all restrictions as to such operation.

ROUTE NO. 5—Between Jacksonville and Tampa via Ocala on U. S. Highway No. 41 and eliminating all restrictions of this route except the foot-note reading—"TO BE OPERATED AS A RELIEF SCHEDULE."

ROUTE NO. 6—Between High Springs and Romeo via State Road No. 5, including all intermediate points.

ROUTE NO. 7—Between Archer and Gainesville via Road 13.

ROUTE NO. 8—Between Newberry and Gainesville via State Road 14.

ROUTE NO. 9—Between Umatilla and Weirsdale via State Road No. 38.

ROUTE NO. 10—Between Altoona over Road 100 and its intersection with State Road 38.

ROUTE NO. 11—Between State Road 31 and State Road 267 using County road via Earleton.

ROUTE NO. 12—Between Dade City via Road 34 to its intersection with State Road 2, also over County road from its intersection with Road 34 via Kathleen to Lakeland.

ROUTE NO. 13—Between Polk City and Auburndale via State Road 61.

ROUTE NO. 14—Between Dunnellon and Yankeetown via Road 16-A and between Red Level and Inglis via Road 15, and between Red Level and Dunnellon via Road 168.

(ROUTES NOS. 9 to 14 INCLUSIVE TO BE USED AS ALTERNATE ROUTES)

It is further ORDERED that the proposed schedules for operation over the above described routes, attached to and made a part of this order, be and the same are hereby APPROVED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 4th day of August, 1942.

ORDER NO. 1553,

DOCKET NO. 976.

IN RE: APPLICATION OF FLORIDA ASSOCIATES, INC., FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY AS A COMMON CARRIER BY MOTOR VEHICLE TRANSPORTING PASSENGERS FROM THE WEST BOUNDARY OF THE CITY LIMITS OF LAKELAND, FLORIDA, OVER THE OLD TAMPA HIGHWAY TO WINSTON, FLORIDA; THENCE SOUTH TO DRANE FIELD.

also

LEASEHOLD OPERATING AGREEMENT BETWEEN FLORIDA MOTOR LINES CORPORATION OF JACKSONVILLE, FLORIDA, AND FLORIDA ASSOCIATES, INC.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. On June 4, 1942, Florida Associates, Inc., filed its application for a Certificate of Public Convenience and Necessity to operate as a common carrier between the City Limits of Lakeland, Florida, and Drane Field. On June 22, 1942 it filed its Motion for leave to amend its application so that in lieu of requesting the issuance of a Certificate of Public Convenience and Necessity to operate as a common carrier by motor vehicle of passengers between the City of Lakeland and Drane Field it requested the Commission to investigate whether or not the said Drane Field is adjoining suburban territory to the City of Lakeland, and that Florida Associates, Inc., be authorized to operate in this territory without subjecting itself to the jurisdiction of this Commission.

2. Pursuant to Notice No. 811, dated June 4, 1942, this matter came on for formal hearing before the Railroad Commission at the Hillsborough Hotel, Tampa, Florida, on Wednesday, June 24, 1942 at 10:00 A. M.

Thomas W. Bryant, Attorney of Lakeland, Florida; M. E. Malley, Superintendent of Transportation, Lakeland, Florida; H. C. Ford, City Manager of Lakeland, Florida; Fred T. Benford, Executive Officer of Merchants' Association, Lakeland, Florida; Ralph Grassfield, Secretary, Lakeland Chamber of Commerce

and Lt. G. M. Fuller, representing the Military Post at Drane Field, all appeared for the applicant.

No one appeared in opposition.

3. No testimony was offered at the hearing to substantiate the question of public convenience and necessity and the applicant abandoned its request for a Certificate of Public Convenience and Necessity. All testimony was offered for the purpose of proving that Drane Field is adjoining suburban territory to Lakeland. Drane Field is located about four and a half mile from the City limits of Lakeland via the Old Tampa Highway to Winston and thence South to the field. Florida Associates, Inc., has been granted a franchise by the City of Lakeland to operate within said City and this franchise purports to give it the right to operate within the adjoining suburban territory. It is now operating under temporary authority from this Commission to the field and serving the Army personnel there. Several witnesses testified concerning the state of development between the boundaries of Lakeland and Drane Field, the number of houses and the number of people living there. It is a matter of record with this Commission that Florida Motor Lines Corporation is a duly certified motor carrier of passengers operating between Lakeland and Plant City via Winston.

4. After the close of the hearing, and while the Commission was considering the record, and on July 10, 1942, Florida Motor Lines Corporation filed with this Commission a copy of a Leasehold Operating Agreement which it had entered into with Florida Associates, Inc., and asked approval of this Commission of said agreement. Under this agreement it proposed to lease to Florida Associates, Inc., the operation between Lakeland and Drane Field via Winston and between Plant City and Drane Field via Winston.

5. The Commission has carefully considered the record in this case, and also the Leasehold Operating Agreement between Florida Motor Lines Corporation and Florida Associates, Inc., and finds:

- (a) That Public Convenience and Necessity require adequate service for the Military personnel and workers at Drane Field in and out of Lakeland and Plant City, Florida.
- (b) That Florida Motor Lines Corporation has the right under its Certificate to furnish such service as this Commission finds that public convenience and necessity require.
- (c) That the application of Florida Associates, Inc., for a Certificate of Public Convenience and Necessity authorizing it to transport passengers between Lakeland along the route of the Old Tampa Highway to Winston; thence South to Drane Field, as amended, should be dismissed.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of Florida Associates, Inc., for a Certificate of Public Convenience and Necessity authorizing it to transport by motor vehicle passengers from Lakeland to Drane Field, as amended, to request this Commission to investigate the question of whether or not Drane Field is adjoining suburban territory to the City of Lakeland, be and the same is hereby **DISMISSED**.

It is further **ORDERED** that the right to serve Drane Field from Lakeland and from Plant City, Florida, be and it is hereby confirmed in Florida Motor Lines Corporation.

It is further **ORDERED** that the Leasehold Operating Agreement made and entered into on July 7, 1942, by and between Florida Motor Lines Corporation of Jacksonville, Florida, and Florida Associates, Inc., of Miami, Dade County, Florida, under which Florida Motor Lines Corporation has leased unto Florida Associates, Inc., lessee, the right to operate between Lakeland and Drane Field via Winston and between Plant City and Drane Field via Winston transporting passengers locally between Lakeland and Drane Field and between Plant City and Drane Field under the terms and conditions set forth in said Leasehold Operating agreement, a copy of which is on file with this Commission, be and the same is hereby **APPROVED**, effective for the period of the duration of the war and an additional period of six months thereafter.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at Tampa, Florida, the 24th day of June, 1942.

ORDER NO. 1552,

DOCKET NO. 972.

**IN RE: APPLICATION OF L. A. JOHNSON OF ORLANDO, FLORIDA,
FOR CONTRACT CARRIER CERTIFICATE OF PUBLIC CON-
VENIENCE AND NECESSITY TO TRANSPORT PETROLEUM
PRODUCTS UNDER CONTRACT WITH ORANGE STATE OIL
COMPANY BETWEEN TAMPA AND SANFORD, USING HIGH-
WAYS NOS. 17 AND 92.**

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 805 dated April 24, 1942, this matter came on for formal hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on Wednesday, May 13, 1942.

J. B. Fishback appeared for applicant.

Leo Kitchen and Nathan Shevitz appeared for Motor Fuels Transport, Inc.

2. At the hearing the applicant asked leave to amend its application to cover transportation from Panama City to Jacksonville. This motion was denied on the ground that the notice sent out did not cover such amendment.

3. The applicant, L. A. Johnson has been engaged in the independent gasoline business—that is to say, he has been buying gasoline in truck load quantities and hauling it to various stations and selling it to them. For this purpose he used a tank truck of 4200 gallon capacity. He also has acquired another truck of 4050 gallon capacity. He now finds himself with these trucks on hand and since very little gasoline is being hauled for sale to independent purchasers he is not able to use the trucks to capacity. For the past twelve or fifteen days prior to the hearing the applicant has been hauling for the Orange State Oil Company between Tampa and Sanford, and the applicant contended that the Orange State Oil Company needed the use of his trucks in order to transport gasoline from Tampa to Sanford which was to be shipped by barge to Jacksonville.

For some weeks prior to the date of this hearing the ports of Miami and Jacksonville had been closed and petroleum companies were forced to bring their gasoline into Tampa—ship by truck to Sanford and then barge it into Jacksonville. At the time of the hearing Tampa was a closed port and naturally there was no need for trucks to haul between Tampa and Sanford, and for that reason the applicant desired his application amended to authorize transportation from Panama City to Jacksonville. The gasoline picture is changing daily, however, and it might be that later on the port of Tampa would be opened and tankers would be permitted to come into that port and in that event the haulage from Tampa to Sanford would be unnecessary. A representative of the oil company testified that generally Motor Fuels Transport, Inc., provided adequate trucks for its needs. On some occasions when a tanker came into Tampa there were not enough trucks to transport all of the gasoline and gas companies and petroleum companies then had to use whatever trucks they could find. This representative testified that at the present time there is ample equipment to move any gasoline out of Tampa that might be required for Jacksonville but that the situation might change any day—everything depended on whether the tanker would come into Tampa or whether it would come into Panama City. The record also shows that Motor Fuels Transport, Inc., now has fifty-four pieces of equipment in operation and they had ordered nineteen others which they had a promise of receiving within a short time. In addition to this company, Petroleum Carrier Corporation had a number of trucks and these two large companies were transporting a greater portion of the gas throughout the State of Florida.

4. The Commission has carefully studied the record and is of opinion that the large petroleum carriers operate throughout the State and

have equipment to take care of most of the transportation of gasoline and petroleum products. That if additional trucks are needed that the smaller companies should make arrangements with the larger companies to lease their trucks and permit this business to be performed by the larger and better regulated companies.

The Commission finds that public convenience and necessity does not require the granting of this application.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of L. A. Johnson of Orlando, Florida, for a Contract Carrier Certificate of Public Convenience and Necessity to transport petroleum products under contract with the Orange State Oil Company from Tampa, Florida, to Sanford, using Highways Nos. 17 and 92, be and the same is hereby **DENIED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 18th day of June, 1942.

ORDER NO. 1551,

DOCKET NO. 927.

IN RE: APPLICATION OF RALEIGH R. HARTSELL AND A. D. HARTSELL, JR., DOING BUSINESS AS HARTSELL BROTHERS OF SEBRING, FLORIDA, FOR AN EXTENSION OF ITS CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY TO AUTHORIZE COMMON CARRIAGE BY MOTOR VEHICLE OF PASSENGERS, BAGGAGE AND LIGHT EXPRESS BETWEEN AVON PARK AND WAUCHULA, FLORIDA, OVER STATE HIGHWAY NO. 32.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 809 dated June 3, 1942, this matter came on for formal hearing before the Railroad Commission of the State of Florida at the Hillsborough Hotel, Tampa, Florida, on Wednesday, June 24, 1942.

A. Pickens Coles of Tampa, appeared for applicant.

No one appeared as protestants.

2. Prior to the hearing the application was amended to limit the authority sought for the period of the present National Emergency. At the hearing this limitation was further amended by adding the words "for six months thereafter." The applicants are the sons of A. D. Hartsell and have been connected with motor vehicle transportation for many years. They now hold Certificate from this Commission authorizing

motor vehicle common carriage of passengers between Sebring and the United States Basic Air Corps Training Center. They also operate between Sebring and Avon Park under a lease agreement with the Florida Motor Lines Corporation, and now seek authority to operate between Avon Park and Wauchula, a distance of approximately twenty (20) miles.

3. The record in the case shows that a number of requests have been made for an extension of this service from the Air Corps Training Center to Wauchula in order that the soldiers at this field may be enabled to get to that point and that workers at Wauchula may be enabled to get to this base to their work. The Mayor of Wauchula and the Chairman of the Board of County Commissioners of Hardee County, Florida, requested that this authority be extended to the applicants.

4. The Commission at the hearing were convinced that public convenience and necessity require the granting of this application limited to the duration of the war and for a period of six months thereafter, and granted the application from the bench.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of Raleigh R. Hartsell and A. D. Hartsell, Jr., doing business as Hartsell Brothers of Sebring, Florida, for an extension of Certificate authorizing them to transport passengers, baggage and light express between Avon Park and Wauchula, Florida, over State Highway No. 32, be and the same is hereby **APPROVED**.

It is further **ORDERED** that this authority is granted for the duration of the present war and for a period of six months thereafter.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at Tampa, Florida, the 24th day of June, 1942.

ORDER NO. 1550,

DOCKETS NOS. 100-1 AND 100-23.

IN RE: JOINT APPLICATION OF IVAN E. GREEN, ERNEST A. GREEN AND A. H. SMITH AS CO-PARTNERS, DOING BUSINESS AS GREEN BROTHERS TRANSFER AND CENTRAL TRUCK LINES, INC., FOR APPROVAL OF TRANSFER OF CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 11, AND ALL RIGHTS THEREUNDER FROM GREEN BROTHERS TRANSFER TO CENTRAL TRUCK LINES, INC.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 808 dated May 25, 1942, this matter came on for hearing before the Railroad Commission of the State of

Florida at the Hillsborough Hotel, Tampa, Florida, on Wednesday, June 24, 1942.

John M. Allison, 305 Morgan Street, Tampa, Florida, represented the applicants.

2. This is a joint application for approval of transfer of Certificate of Public Convenience and Necessity No. 11 by Ivan E. Green, Ernest A. Green and A. H. Smith, co-partners, doing business as Green Brothers Transfer, to Central Truck Lines, Inc.

3. Certificate of Public Convenience and Necessity No. 11 was issued and granted to Green Brothers Transfer on October 24, 1929, Pursuant to Order No. 11, dated August 8, 1929, and covered motor common carriage of freight over the following territory:

Between Tampa, Florida and Clearwater, Florida; from Tampa, Florida, over Highway No. 17 to junction of Florida Highway 229; thence over Florida Highway 229 to Dunedin, Florida; thence over U. S. Highway 19 to Clearwater, and return over same route.

Service was authorized to and from all intermediate points and the off-line points of Safety Harbor, Indian Rocks and Largo, Florida.

4. By Order No. 222, dated September 30, 1930, Certificate of Public Convenience and Necessity No. 11 was extended to include operation of trucks for the hauling of household goods exclusively over all highways from Clearwater, Florida, to all points in the State of Florida.

5. At the hearing it developed that it was not the purpose nor intent of Green Brothers Transfer to sell, nor of Central Truck Lines, Inc., to purchase, the household goods rights granted to said Green Brothers Transfer under above mentioned Order No. 222—but said Green Brothers Transfer specifically reserved these rights.

6. The joint application was signed by Ivan E. Green, acting for the partnership of Green Brothers Transfer, and it now appears that since the hearing there has been filed with this Commission a general power of attorney executed by Ernest A. Green and Arthur H. Smith giving and granting to Ivan E. Green full power and authority to act for them in the sale and transfer of their interest and holdings in Green Brothers Transfer to Central Truck Lines, Inc. This power of attorney seems to be in proper form and authorizes Ivan E. Green to act for the partners in this proceeding.

7. Copies of proposed schedules were attached to the joint application for approval for operation by Central Truck Lines, Inc. It appeared

at the hearing that the operation of this applicant has been affected by orders of the Office of Defense Transportation in that O. D. T. Order No. 3 requires full loads before schedules can be commenced and Central Truck Lines, Inc., has found it necessary to submit amended schedules to conform with these orders. These schedules have been submitted and examined and the Commission is of opinion that they should be approved. The Commission has examined the joint application, and the record, in this proceeding and is of opinion that its approval of the sale and transfer of that part of Certificate No. 11, which relates to common carriage of freight and of the proposed amended schedules, will eliminate duplication of routes and schedules and is in the interest of the public.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the sale and transfer of that portion of Certificate of Public Convenience and Necessity No. 11, covering the common carriage of freight by motor vehicle from Tampa, Florida, over Florida Highway 17 to junction of Florida Highway 229; thence over Highway 229 to Dunedin and thence over U. S. Highway 19 to Clearwater and return, be and the same is hereby **APPROVED**.

It is further **ORDERED** that the right to transport household goods from Clearwater, Florida, to all points in the State of Florida, as provided for in Order No. 222, dated September 30, 1930, is reserved to Green Brothers Transfer.

It is further **ORDERED** that Schedule 31, Time Table No. 5; Schedule No. 11, Time Table No. 5; Schedule 17-A, Time Table No. 5, and Schedule No. 22, Time Table No. 5, proposed for operation over this route by Central Truck Lines, Inc., copies of which are attached to and made a part of this order, be and the same are hereby **APPROVED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this July 16, 1942.

ORDER NO. 1549,

DOCKETS NOS. 100-13 AND 363.

IN RE: POOLING AGREEMENTS BETWEEN TAMiami TRAIL TOURS, INC., AND GREAT SOUTHERN TRUCKING COMPANY.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Contracts and agreements made and entered into by and between Tamiami Trail Tours, Inc., and Great Southern Trucking Company on July 1, A. D. 1942, to become effective at 12:01 A. M. on August 1, 1942, have been filed with this Commission for approval.

2. The Commission has carefully examined these agreements and finds:

- (a) That one of them is a pooling agreement covering motor highway common carriage of freight between West Palm Beach and Miami, and distribution of freight through the Glades Section.
- (b) That the other is a pooling agreement dealing with the elimination of duplicate terminal and pick-up and delivery service in Tampa.
- (c) That both of these agreements are designed to eliminate useless duplication of line-haul and pick-up and delivery service without depriving the shipping and receiving public of efficient transportation.
- (d) That said agreements are in furtherance of National Defense and will result in a more economical operation and the conservation of tires, fuel and equipment, and are in the interest of the public.

3. That the present National Emergency requires speedy disposition of this matter without the delay incident to a hearing.

Wherefore, it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the agreements between Tamiami Trail Tours, Inc., and Great Southern Trucking Company made and executed on July 1, 1942, to become effective on August 1, 1942, copies of which were filed with this Commission on July 6, 1942, be and the same are hereby **APPROVED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 10th day of July, 1942.

ORDER NO. 1548,

DOCKETS NOS. 100-138 AND 211.

IN RE: JOINT PETITION OF ST. ANDREWS BAY TRANSPORTATION COMPANY, A CORPORATION, AND ALAGA COACH LINES, INCORPORATED, FOR TRANSFER OF THAT PORTION OF CERTIFICATE OF ST. ANDREWS BAY TRANSPORTATION COMPANY PERTAINING TO AND CONCERNING THE TRANSPORTATION OF PASSENGERS FOR HIRE BY MOTOR BUS, LIGHT EXPRESS AND NEWSPAPERS FROM ST. ANDREWS BAY TRANSPORTATION COMPANY TO ALAGA COACH LINES, INCORPORATED.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. By Order No. 1523, dated March 25, 1942, this Commission approved the joint application of St. Andrews Bay Transportation Company and Alaga Coach Lines, Inc., for the transfer from St. Andrews Bay Transportation Company to Alaga Coach Lines, Inc., all of its franchise rights for the transportation of passengers, baggage, light express and newspapers between the points and over the routes described in said order.

2. A portion of the operations, the transfer of which was approved by this order, consisted of routes between the Alabama-Florida State line and Graceville over State Highway 52, and between Graceville and Campbellton over State Highway No. 123. The right to operate over these routes was by said Order No. 1523 confirmed in St. Andrews Bay Transportation Company on the theory that this company had acquired such rights by continuous operation for the past four years. The transfer of these rights was also approved in said order.

3. Order No. 1523 was to become effective simultaneously with the transfer of interstate rights over the routes described therein under approval of the Interstate Commerce Commission. It has now been represented to the Commission by the joint petition of the two companies involved that the Interstate Commerce Commission did, on May 22, 1942, deny the application of the petitioners to make said transfers and said petitioners now ask this Commission to make and enter an order cancelling Order No. 1523 insofar as it relates to the approval of the transfer of certificates and routes therein described.

The Commission has examined and considered the joint petition of the St. Andrews Bay Transportation Company and Alaga Coach Lines, Inc., filed herein, and has also examined its Order No. 1523, and finds that said order was to become effective simultaneously with the entry of an order by the Interstate Commerce Commission. It interprets this part of the order to apply to the approval of the transfer only and not to the granting of Certificate rights between Alabama-Florida State Line and Graceville and between Graceville and Campbellton.

It further finds that so much of the Order as relates to the approval of the transfer has never become effective by reason of the failure and refusal of the Interstate Commerce Commission to enter its order approving the transfer of interstate rights over said routes. It is of opinion, therefore, that so much of the order as relates to the approval of the transfer should be cancelled and the joint application for such transfer should be dismissed, but that the additional rights to operate between the Alabama-Florida State line and Graceville and between Graceville and Campbellton awarded to St. Andrews Bay Transportation Company should be protected.

Wherefore, it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that so much of its Order No. 1523, dated March 25, 1942, as relates to the approval of the transfer of certain certificated rights of St. Andrews Bay Transportation Company pertaining to the transportation of passengers, baggage, light express and newspapers over the routes and between the points described in said order to Alaga Coach Lines, Inc., be and the same is hereby **CANCELLED** and the joint application therefor **DISMISSED**.

It is further **ORDERED** that the right granted by said Order No. 1523 to St. Andrews Bay Transportation Company to operate by motor bus between Alabama-Florida State Line and Graceville over State Highway No. 52, and between Graceville and Campbellton over State Highway No. 123, be and the same is hereby **RATIFIED and CONFIRMED**, and that its Certificate of Public Convenience and Necessity be extended to include the transportation of passengers, baggage, light express and newspapers by motor bus over such routes.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 7th day of July, 1942.

ORDER NO. 1547,

DOCKET NO. 974.

IN RE: APPLICATION OF (MRS) HALLINE CHAPMAN SPILLMAN FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY AS A COMMON CARRIER BY MOTOR VEHICLE OF PASSENGERS AND LIGHT EXPRESS BETWEEN TALLAHASSEE, FLORIDA, AND IVAN, FLORIDA, USING STATE ROADS NOS. 110 AND 10.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 806 dated May 25, 1942, this matter came on for formal hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on Tuesday, June 16, 1942 at 10 o'clock A. M.

Mrs. Halline Chapman Spillman appeared for applicant.

No one appeared in protest.

2. The applicant lives fifteen miles from Tallahassee and her address is Route 6, Box 155, Tallahassee, Florida. She has a position with the State Road Department and drives into Tallahassee every day, except Sunday, to her work. As a public service, she has been bringing in several others along the route and they have been sharing with her the expenses of the trip. Due to the tire shortage and gasoline rationing

she is fearful that all of them will be forced to move to Tallahassee unless some public transportation can be arranged.

3. She has, therefore, applied for a Certificate of Public Convenience and Necessity as a common carrier in order to continue to transport these passengers into Tallahassee. Ivan is a small community in Wakulla County about seventeen and a half miles from Tallahassee. The applicant proposes to leave Ivan daily, except Sunday, at 7:45 A. M. arriving in Tallahassee at 8:20 A. M. and returning leave Tallahassee at 5:30 P. M. arriving in Ivan at 6:15 P. M. using State Road No. 110 until it converges with Road No. 10 at Four Points; thence over Roads 10 and 110 into Tallahassee. She will operate a Ford Station Wagon with a capacity of eight passengers. She now has five regular passengers and will pick up such others along the route as desire to ride with her. She also proposes to transport chickens, eggs, produce and feed charging for such transportation express rates. For passengers she proposes a charge of 40¢ for one-way and a round trip rate of 70¢ with a minimum charge of 15¢. She also proposes a monthly rate for regular passengers of \$15.00 for 18 mile points; \$14.00 for 17 mile points; \$13.00 for 16 mile points and a student rate of \$8.00.

4. The Commission is of opinion that there is a definite need for some form of transportation in this territory and the evidence shows that the applicant is financially able and competent to operate a public bus line and that the application should be granted.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of (Mrs.) Halline Chapman Spillman, Route 6, Box 155, Tallahassee, Florida, for a Certificate of Public Convenience and Necessity as a common carrier by motor vehicle of passengers and light express between Ivan, Wakulla County, Florida and Tallahassee, using State Roads 110 and 10, be and the same is hereby **GRANTED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 16th day of June, 1942.

ORDER NO. 1546,

DOCKET NO. 100-79.

IN RE: APPLICATION OF PETROLEUM CARRIER CORPORATION, JACKSONVILLE, FLORIDA, FOR EXTENSION OF ITS CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 19, AUTHORIZING IT TO TRANSPORT FOR THE TEXAS OIL COMPANY OF ATLANTA, GEORGIA, GASOLINE, KEROSENE AND FUEL OIL DISTILLATE IN TANK TRUCKS FROM THE OIL COMPANY'S TERMINALS AT TAMPA, MILLVILLE AND MIAMI TO CERTAIN POINTS NAMED IN THE CONTRACT AND IN THE EXHIBITS FILED AT THE HEARING.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 802, dated March 11, 1942, this matter came on for formal hearing before the Railroad Commission of the State of Florida at Hotel George Washington, Jacksonville, Florida, on Monday, March 30, 1942 at 10:00 A. M.

Martin Sack of Jacksonville, Florida, appeared for applicant.

Caldwell, Meginniss and Parker of Tallahassee, Florida, appeared for The Texas Company.

Leo P. Kitchen of Jacksonville, Florida, appeared for Motor Fuels, Inc., and Over-Seas Transportation Company.

R. K. Parsons for Florida East Coast Railway and Seaboard Air Line Railway.

H. H. Simms for Atlanta & St. Andrews Bay Transportation Company.

2. Petroleum Carrier Corporation of Jacksonville on the 23d day of February, 1942, entered into a contract with The Texas Oil Company having an office in the City of Atlanta, Georgia, under which contract it agreed to transport gasoline, kerosene and fuel oil distillate in tank trucks only from the Tampa and Millville terminals of The Texas Company to points in Florida mentioned in Exhibits "A" and "B" attached to the contract at the rates set out in said exhibits. At the hearing the applicant amended its application to show that it was applying for this authority for the duration of the emergency caused by the war, and for a period of six months thereafter; and also further amended its application by offering Exhibits 1, 2 and 3, covering additional points in the State of Florida to which it desired to transport the products of The Texas Oil Company. These amendments were permitted and Exhibits 1, 2 and 3 were received.

3. On account of the war, and especially the tanker situation, some of which have been lost by submarines and others to the naval service,

the Petroleum Companies have been forced to use rail service and truck service as much as possible to supply the Atlantic ports. The Texas Company has been endeavoring to supply Florida from its Port Arthur Texas refinery by tank cars, and in order to release these tank cars for long hauls into other portions of Region No. 1, which comprises the seventeen States bordering on the Atlantic Ocean, it is endeavoring to supply most of the points in Florida by tank trucks. It is for this reason mainly that it entered into this contract with Petroleum Carrier Corporation.

4. The Commission has examined the contract and record in this case and is of opinion that the granting of the authority sought is in the interest of the public.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of Petroleum Carrier Corporation of Jacksonville, Florida, for extension of its Certificate of Public Convenience and Necessity No. 19, authorizing it to transport gasoline, kerosene and fuel oil distillate in tank trucks only for The Texas Company from its Tampa, Millville and Miami terminals to points in the State of Florida mentioned in Exhibits "A" and "B" attached to the original contract, and in Exhibits 1, 2 and 3, filed at the hearing using the rates set opposite each of said points in said exhibits (a list of the points to be served in the State of Florida and the rates governing such transportation to said points are set out in full in Appendix "A" attached to and made a part of this order) be and the same is hereby **APPROVED**.

It is further **ORDERED** that the authority hereby granted shall continue and be valid during the present war emergency and for a period of six months thereafter.

It is further **ORDERED** that the grant of authority to Petroleum Carrier Corporation to transport gasoline, kerosene and fuel oil distillate from the Tampa terminals of The Texas Company shall not interfere with nor curtail the operations of J. J. Blalock so far as the transportation of these products between Tampa and Ocala is involved, authorized under Order No. 1133 dated January 18, 1939.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 19th day of June, 1942.

APPENDIX "A"

Rates per Gallon

FROM: The Tampa, Florida, Terminal of THE TEXAS COMPANY
 TO: The following FLORIDA points:

	Gasoline, Kerosene Tractor Fuel Oil and Diesel Gas Oil
Clearwater	.0033
Dunnellon	.00594
Haines City	.00396
Lakeland	.0033
Lake Wales	.00396
Leesburg	.00594
Orlando	.0066
Plant City	.0033
Sanford	.00792
Sarasota	.00396
Tarpon Springs	.0033
St. Petersburg	.0033
Punta Gorda	.00691
Fort Myers	.00627
Arcadia	.00528
Bartow	.0033
Avon Park	.00528
Kissimmee	.00528
Melbourne	.00858
Dade City	.0033
Clermont	.00528
Eustis	.0066
DeLand	.00924
Titusville	.00924
Vero Beach	.00924
Brooksville	.0033
Gainesville	.00924
Bradenton	.0033
Bunnell	.0132
Daytona Beach	.01254
Delray Beach	.01663
Fernandina	.0165
Fort Lauderdale	.0167
Fort Pierce	.01782
Jacksonville	.01452
Lake City	.01254
Live Oak	.01386
Madison	.01584

Miami	.01742
Palatka	.01254
Pahokee	.01196
Perry	.01386
St. Augustine	.01452
Stuart	.01144
West Palm Beach	.0141
Winter Haven	.00429

APPENDIX "A"

FROM: The MILLVILLE, FLORIDA, Sales Terminal of The Texas Company

TO: The following FLORIDA points:

	Gasoline, Kerosene Tractor Fuel Oil and Diesel Gas Oil
DeFuniak Springs	.00462
Quincy	.00528
Monticello	.00858
Tallahassee	.00660
Marianna	.00396
Blountstown	.00792

FROM: The MIAMI, Florida, Sales Terminal of The TEXAS COMPANY

To: The following FLORIDA points:

Key West	.01059
Homestead	.00429

Gasoline and Kerosene to be computed at 6.6 pounds per gallon.

Tractor Fuel Oil and Diesel Gas Oil to be computed at 7.4 pounds per gallon.

CITATION

ORDER NO. 1545,

DOCKET NO. 100-10.

IN RE: COMPLAINT AGAINST ST. JOHNS RIVER LINE COMPANY
OF JACKSONVILLE, FLORIDA, FOR FAILURE TO FILE ANNUAL
REPORT FOR THE YEAR 1941.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

WHEREAS, Rule 53 of the Rules and Regulations of this Commission
requires all auto transportation companies to make annually on or before

the 31st day of March reports for the current year ending December 31, immediately preceding, and

WHEREAS, St. Johns River Line Company has failed to file an Annual Report for the year 1941 covering its water and motor truck operations, and has also failed to file Annual Report covering operations of Brown's Motor Freight Lines, Inc., in accordance with the law and the rules and regulations of this Commission, although it has been repeatedly requested so to do.

Therefore, you, St. Johns River Line Company, TAKE NOTICE that the Railroad Commission of the State of Florida charges you with violations of the law and the rules of this Commission for failure to file Annual Reports of your operations for the year 1941 as above mentioned, and

Further TAKE NOTICE that on Monday, June 29th, 1942 at 10 o'clock A. M. the Railroad Commission of the State of Florida will be in session at the MAYFLOWER HOTEL, Jacksonville, Florida, to hear, consider and determine whether you are guilty as charged, and if found guilty, to then and there consider what penalty should be imposed against you under the law.

And at said time and place you will have an opportunity to be fully heard on said charge.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 8th day of June, 1942.

ORDER NO. 1544,

DOCKETS NOS. 737 AND 100-52.

IN RE: JOINT APPLICATION OF CHARLES FREDERICK PETERS, DOING BUSINESS AS PETERS TRUCK LINE OF ST. AUGUSTINE, FLORIDA, AND FLAMINGO TRUCK LINES, INC., FOR APPROVAL OF SALE AND TRANSFER OF CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 44 FROM THE PETERS TRUCK LINE TO FLAMINGO TRUCK LINES, INC.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 805 dated April 24, 1942, this matter came on for formal hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on Wednesday, May 13, 1942 at 10 o'clock A. M.

O. C. Beakes appeared for applicants.

2. Charles Frederick Peters, doing business as Peters Truck Line, is the owner of Certificate No. 44 authorizing the common carriage of general commodities between Jacksonville and St. Augustine. Flamingo Truck Lines, Inc., operates between Jacksonville and Miami, Florida, and as a part of this operation transports freight in common carriage between Jacksonville and St. Augustine over the same road that Peters Truck Line operates. Peters Truck Line is the successor of Pellicer & Peters Truck Line to which company the original Certificate of Public Convenience and Necessity was granted on November 25, 1929. Flamingo Truck Lines, Inc., has agreed to purchase and Peters Truck Line has agreed to sell this Certificate No. 44 under such terms and conditions as is set forth in a "Bill of Sale"—"Escrow Agreement" and "Chattel Mortgage" attached to the original application as Exhibits A-1, A-2, A-3 and A-4. The Board of Directors of Flamingo Truck Lines, Inc., authorized the purchase of this Certificate of Public Convenience and Necessity and Flamingo Truck Lines, Inc., agrees to assume all obligations of Peters Truck Line imposed by law or by the rules of this Commission. Flamingo Truck Lines, Inc., further agrees to adopt the schedules of Peters Truck Line and to operate them, especially the daylight schedule between Jacksonville and St. Augustine. Peters Truck Line has filed with this Commission its Annual Report for the year 1941, and further agrees to file its report for the year 1942 up to and including the effective date of this transfer which is May 15th, 1942.

3. The Commission has carefully examined this record and is of opinion that public convenience and necessity require the approval of this transfer, but by reason of the fact that the Certificate and the note given in payment for said Certificate have both been placed in escrow it will be necessary to make some provision for the protection of the seller of the Certificate.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the joint application of Charles Frederick Peters, doing business as Peters Truck Line, and Flamingo Truck Lines, Inc., for approval of sale and transfer of Certificate of Public Convenience and Necessity No. 44, from Peters Truck Line to Flamingo Truck Lines, Inc., be and the same is hereby **APPROVED** as of May 15, 1942, and Flamingo Truck Lines, Inc., is authorized to take over and operate the schedules of Peters Truck Line and when the sale and transfer of this Certificate has been consummated in accordance with the terms and provisions set out in the application Certificate of Public Convenience and Necessity No. 44 shall be and become null and void and shall be cancelled by this Commission.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 13th day of May, 1942.

ORDER NO. 1543.**DOCKETS NOS. 100-143 AND 100-135.**

IN RE: JOINT APPLICATION OF UNION BUS COMPANY AND SOUTHEASTERN GREYHOUND LINES FOR APPROVAL OF TRANSFER OF CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 26 BY UNION BUS COMPANY, TRANSFEROR, TO SOUTHEASTERN GREYHOUND LINES, TRANSFEREE.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 804 dated April 24, 1942, this matter came on for hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on Tuesday, May 12, 1942 at 10 o'clock A. M.

A. Y. Milam, Greenleaf Building, Jacksonville, Florida, appeared for the applicants.

No one appeared in opposition.

2. Each of the joint petitioners, Union Bus Company and Southeastern Greyhound Lines, has long operated under Certificate of Public Convenience and Necessity authorized by this Commission. Under such authority each operated over State Road No. 1, U. S. 90, Jacksonville to Lake City and thence to the Georgia State line, and possessed duplicate operating rights over such route except that Union Bus Company has heretofore been authorized in intrastate and local transportation, Southeastern Greyhound Lines being restricted against local carriage between Lake City and Jacksonville but possessing intrastate rights, Lake City to the Georgia-Florida line.

3. It is apparent to the Commission that, as disclosed in the hearing, the joint applicants, Union Bus Company and Southeastern Greyhound Lines, possessed duplicate operating rights between Jacksonville, Florida, and Chattanooga, Tennessee, over Florida highways to the Georgia State line via Lake City and thence over various highways to Macon, Atlanta and Chattanooga. Further, the Commission finds from its own records and from the statements and testimony adduced at the hearing that for a number of years operations over the mentioned route in Florida and over other routes were conducted by these carriers through a management contract with Southeastern Management Company, and that on June 1, 1935, as found by the Interstate Commerce Commission, only one operation was being then conducted over the mentioned routes, although each of the applicant companies possessed certificates of public convenience and necessity authorized by this Commission over the mentioned routes in Florida.

4. While it is true that each of the applicants, Southeastern Greyhound Lines and Union Bus Company, and their predecessors, procured

and operated under Certificates of Public Convenience and Necessity in Florida prior to the joint operations later conducted for both owner companies by Southeastern Management Company and this Commission permitted and suffered single operation by the Management Company pending final disposition of the subject by the Interstate Commerce Commission, the Commission recognizes the propriety of consolidating the operations in one carrier in order to conform with the actual operating history and concurs with the finding of the Interstate Commerce Commission evidenced by its Order of December 29, 1941 authorizing the merger of properties and franchises in Southeastern Greyhound Lines and the elimination of Union Bus Company as an auto transportation company operating under the authority of this Commission.

5. The Commission further finds that the proposed assignment of operating rights in Florida by Union Bus Company to Southeastern Greyhound Lines is consistent with the public interest and is supported by the various elements of public convenience and necessity disclosed before the Interstate Commerce Commission in the several proceedings leading up to the authorized merger of property and franchises of the applicant companies.

6. And the Commission further finds from the record that all proper corporate actions supporting such merger of properties and franchises have occurred and are evidenced by this record; that Southeastern Greyhound Lines is duly qualified as a carrier corporation in the State of Florida; and that the proposed assignment and transfer of operating rights and privileges by Union Bus Company to Southeastern Greyhound Lines is but an integral or component part of an over-all merger of franchise and properties authorized by the Interstate Commerce Commission and now in process, and that an appropriate order by this Commission is essential to such purposes.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the transfer of Certificate of Public Convenience and Necessity No. 26 by Union Bus Company to Southeastern Greyhound Lines be and the same is hereby **APPROVED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 12th day of May, 1942.

ORDER NO. 1542,

DOCKET NO. 289.

IN RE: APPLICATION OF RITE RATE CAB COMPANY, INC., OF ST. PETERSBURG, FLORIDA, FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY TO OPERATE SIGHT-SEEING TRIPS OVER ALL CITY STREETS IN THE FOLLOWING MUNICIPALITIES: ST. PETERSBURG, PASS-A-GRILLE, GULFPORT, TREASURE ISLAND, BOCA CEIGA AND SUNSHINE BEACH, AND IN ADDITION THE RIGHT TO OPERATE OVER PORTIONS OF FLORIDA STATE ROADS NOS. 15 AND 233.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 799 dated February 5, 1942, this matter came on for hearing before the Railroad Commission at the Floridan Hotel, Tampa, Florida, on Tuesday, February 24th, 1942.

John M. Allison appeared for applicant.

Earle B. Askew appeared for protestant Southern Tours, Inc., 903 First Federal Building, St. Petersburg.

2. Rite Rate Cab Company, Inc., is engaged in the local taxi cab business in St. Petersburg operating under a permit from the Railroad Commission. The present application is for authority to conduct a sight-seeing operation operating through St. Petersburg on Lakeview Avenue and leaving St. Petersburg at Corey Causeway; thence down the beach to Pass-a-Grille. Another route would be to leave St. Petersburg and go over Seminole Bridge around the Bay Pines Hospital over the Welch Causeway to Maderia Beach; thence through Treasure Island, Sunshine Beach, Boca Ceiga and Pass-a-Grille and back north up the beach to the Corey Causeway or Central Avenue Causeway; thence to the City of Gulfport and on into St. Petersburg.

The applicant proposes to use seven passenger cars but no busses and contends that with these seven passenger cars it can serve its passengers more quickly than it could if it had to wait to fill up a large bus; that there are numerous passengers who desire to make this trip between trains or between busses and they want to go immediately. The applicant proposed to make a charge of \$1.50 for the service. The applicant testified that many passengers come in over the bus line who in purchasing their ticket would pay for a sightseeing trip in St. Petersburg and this would be evidenced by a coupon upon the ticket and when these coupons are presented to it they are taken up and the passengers carried on a sightseeing trip over the City of St. Petersburg and over the proposed route or to such other place as they desire to go. These coupons are usually attached to tickets over the Florida Motor Lines who run a number of schedules into St. Petersburg; that these coupons are presented

once a month and are honored by the Florida Motor Lines Corporation; that these coupons constitute a substantial portion of its traffic; that the principal part of the trip would be within the city limits of the various cities mentioned but there would be a small portion of it outside of any municipality and it would be necessary to run over State Roads Nos. 15 and 233 and certain county roads.

3. Southern Tours, Inc., objected to the granting of the application on the ground that it now holds a Certificate of Public Convenience and Necessity No. 60, which authorizes the protestant to operate sightseeing tours over the routes asked for by the applicant. It further states that it operates all the year round sightseeing tours over a regular schedule consisting of a two and one-half hour trip and that it leaves on schedule regardless of the number of passengers it has. That the applicant proposed no regular schedule and that its purpose is to secure passengers who come in over Florida Motor Lines and take them on a sightseeing trip before the schedule departure of the busses of the protestant, Southern Tours, Inc; that it further contended there was no public convenience and necessity which required any additional transportation facilities in this field of sightseeing tours; that the Southern Tours, Inc., had sufficient equipment to accommodate all those who desired to make such trips and that frequently it made trips carrying only one passenger and that it often had only two or three passengers on these trips, and that consequently it had made during the past two years many trips at a loss; that it was furnishing ample, efficient, comfortable and high class transportation facilities and that if this application is granted it would result in a serious loss of revenue to the protestant. The protestant further showed that during this particular time fewer people are coming to Florida and that those who desire to make these sightseeing trips were greatly reduced in number.

The Commission has carefully considered the record in this case and is of opinion that public convenience and necessity does not require the granting of this application and that the same should be denied.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of Rite Rate Cab Company, Inc., for a Certificate of Public Convenience and Necessity to operate sightseeing trips from St. Petersburg to Pass-a-Grille, Gulfport, Treasure Island, Boca Ceiga and Sunshine Beach using the city streets of such cities and using State Highways Nos. 15 and 233, and certain un-numbered highways be and the same is hereby **DENIED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 21st day of May, 1942.

ORDER NO. 1541,**DOCKET NO. 100-13.**

IN RE: DOCKET NO. 100-13—APPLICATION OF TAMAMI TRAIL TOURS, INC., TAMPA, FLORIDA, FOR EXTENSION OF CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 59 COVERING COMMON CARRIAGE OF FREIGHT BETWEEN SOUTH BAY AND MIAMI OVER STATE HIGHWAY NO. 26 AND BETWEEN TWENTY MILE BEND AND MIAMI, OVER STATE HIGHWAY NO. 26 AND 4.

IN RE: DOCKET NO. 363—APPLICATION OF GREAT SOUTHERN TRUCKING COMPANY, JACKSONVILLE, FLORIDA, FOR EXTENSION OF ITS CERTIFICATES NOS. 180 AND 52, TO INCLUDE COMMON CARRIAGE OF FREIGHT OVER STATE ROAD 26 FROM MIAMI TO OKEELANTA AND SOUTH BAY OVER STATE ROADS 143 AND 194, TO OKEECHOBEE VIA BELLE GLADE, PAHOKEE AND CANAL POINT, AND OVER STATE ROAD NO. 8, OKEECHOBEE TO FORT PIERCE, IN DAILY SCHEDULES AND OVER STATE ROAD 25, SOUTH BAY TO CLEWISTON VIA LAKE HARBOR, ON CALL AND FOR SPECIAL DELIVERIES.

1. Pursuant to Notice No. 654, dated August 27, 1940, the above applications were set down for formal hearing before the Railroad Commission of the State of Florida at the Court House in Miami, Florida, on Monday, September 30, 1940 at 10 o'clock A. M.

2. At the hearing it was agreed that a consolidated record be made and that the Commission consider these applications upon such consolidated record.

The application of Tamiami Trail Tours, Inc., was heard first.

A. Pickens Coles, Tampa Theatre Building, Tampa, Florida, appeared for applicant, Tamiami Trail Tours, Inc.

A. Y. Milam, Greenleaf Building, Jacksonville, Florida, appeared for Great Southern Trucking Company, protestant.

3. Tamiami Trail Tours, Inc., a certificated common carrier of freight operating under Certificate of Public Convenience and Necessity No. 59, serves generally the territory between Tampa and Miami via Fort Myers and Everglades, and between Miami and Tampa via West Palm Beach and the Glades section and specifically serves in common carriage of freight between Miami and Jupiter via West Palm Beach over State Highway No. 4; between West Palm Beach and Clewiston over State Highway No. 25; between Okeechobee and the junction of State Highway No. 194 with State Highway No. 25, over State Highway No. 194; between Belle Glade and Canal Point over State Highway No. 143; between

Okeechobee and Jupiter via Indiantown over State Highways Nos. 85 and 29; and also between Okeechobee and Fort Pierce over State Highway No. 8. The applicant contended that as between Tampa and Miami and between Tampa and Clewiston in freight service it was the pioneer operator in this territory having operated for approximately seventeen years.

The applicant introduced a number of exhibits showing the tonnage moving over its line to the various towns and communities in the Glades Section and contended that it was not only able to efficiently move this tonnage but it could also take care of any tonnage delivered to it by Great Southern Trucking Company—and further testified that the granting of the application of Great Southern Trucking Company to operate in this territory would result in an unprofitable operation for it and also for the Great Southern Trucking Company to the detriment of the shipping and receiving public in this territory.

4. Applicant presented a number of witnesses from the territory who testified as to the efficiency of the operation of the applicant and public convenience and necessity for the present application.

5. At the conclusion of the case of the Tamiami Trail Tours, Inc., counsel for Great Southern Trucking Company moved that hearing of its application be postponed and that a further hearing date be fixed by the Commission. This motion was granted.

6. While the Commission was considering this matter, and before any hearing had been set down upon the application of the Great Southern Trucking Company, said company filed its formal motion for dismissal of its application and attached to such motion a copy of a contract and agreement made and entered into between it and Tamiami Trail Tours, Inc., in reference to the operations between the two companies.

7. The Commission has considered the record in this case, together with the motion of Great Southern Trucking Company for dismissal of its application, and is of opinion that said motion should be granted and that a Certificate of Public Convenience and Necessity should be awarded to Tamiami Trail Tours, Inc.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of Tamiami Trail Tours, Inc., for an extension of its Certificate of Public Convenience and Necessity No. 59, authorizing it to engage in the common carriage of freight between South Bay and Miami via Okeelanta over State Road 26, and between Twenty Mile Bend and Fort Lauderdale over State Highway 26-A, be and the same is hereby **GRANTED**.

It is further **ORDERED** that the application of Great Southern Trucking Company of Jacksonville, Florida, filed with this Commission

on July 21, 1939 for an extension of its Certificates of Public Convenience and Necessity Nos. 180 and 52, to include common carriage of freight over State Road 26 from Miami to Okeelanta and South Bay; over States Road 143 from South Bay to Canal Point; over State Road 194 Canal Point to Okeechobee and over State Road No. 8, Okeechobee to Fort Pierce, in daily schedules and from South Bay to Clewiston over State Road No. 25 on call, be and the same is hereby DISMISSED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 18th day of December, 1941.

CITATION

ORDER NO. 1540,

DOCKET NO. 100-53.

IN RE: COMPLAINT AGAINST FIVE TRANSPORTATION COMPANY,
301 GLOUCESTER STREET, BRUNSWICK, GEORGIA, FOR FAILURE
TO FILE AN ACCEPTABLE AND CORRECT ANNUAL REPORT
OF ITS OPERATIONS FOR THE YEAR 1941.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

WHEREAS, Rule 53 of the Rules and Regulations of this Commission requires all auto transportation companies to make annually on or before the 31st day of March Annual Report for the current year ending December 31st immediately preceding, and

WHEREAS, Five Transportation Company has failed to file an acceptable report for the year 1941 in accordance with the law and the rules and regulations of this Commission, although it has been repeatedly requested so to do:

Therefore you, Five Transportation Company TAKE NOTICE that the Railroad Commission of the State of Florida charges you with violations of the law and the rules of this Commission for failure to file an acceptable and correct Annual Report of your operations for the year 1941, and

Further TAKE NOTICE that on Tuesday, JUNE 16, 1942, at 10 o'clock A. M. the Railroad Commission of the State of Florida will be in session at its Hearing Room, SUPREME COURT BUILDING, Tallahassee, Florida, to hear, consider and determine whether you are guilty as charged and if found guilty to then and there consider what penalties should be imposed against you under the law.

And at said time and place you will have an opportunity to be fully heard on said charge.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 27th day of May, 1942.

ORDER NO. 1538,

DOCKET NO. 100-137.

IN RE: APPLICATION OF SOUTHERN TOURS, INC., ST. PETERSBURG, FLORIDA, FOR AN EXTENSION OF CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 60, TO OPERATE A REGULAR PASSENGER, BAGGAGE AND LIGHT EXPRESS SERVICE BY MOTOR VEHICLE AS A COMMON CARRIER BETWEEN THE CITY OF ST. PETERSBURG AND PINELLAS COUNTY AIRPORT. FROM ST. PETERSBURG VIA 4TH STREET NORTH TO JUNCTION OF 4TH STREET NORTH AND ROOSEVELT BOULEVARD (GANDY "Y"); THENCE ROOSEVELT BOULEVARD TO PINELLAS COUNTY AIRPORT AND RETURN OVER THE SAME ROUTE.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

Erle B. Askew of St. Petersburg, Florida, appeared for the applicant.

Carroll Runyon appeared for the protestant, City of St. Petersburg.

Pursuant to Notice No. 802, dated March 11, 1942, this matter came on for formal hearing before the Railroad Commission of the State of Florida at the Suwannee Hotel, St. Petersburg, Florida, at 10:00 A. M. April 6, 1942.

During the course of the hearing the applicant amended its Exhibit "F" attached to its application reducing its proposed schedule of rates so as to propose a book of eight tickets at 15¢ each with time limit of thirty days—and a book of fifty tickets at 12½¢ each with time limit of sixty days—a ticket being good for either direction.

Upon such amendment by the applicant to its schedule of rates the protestant, City of St. Petersburg, through its representative Carroll Runyon, Esq., announced that its objections to the granting of the application were withdrawn.

The applicant produced evidence at the hearing to show that Pinellas County Airport was under construction necessitating the employment of a great number of workmen residing in St. Petersburg, and that there was no transportation facilities afforded these workmen from the city to their employment at the airport and return to their homes each day. Furthermore, the applicant offered testimony that in all probability

the United States Government would take over the airport in the immediate future and would base and train a great number of men in the U. S. Army Corps at this airport; that in such event the applicant's proposed common carrier bus facilities would be used to a large extent by the military personnel coming to and from the city of St. Petersburg; and it appearing to the commission that the City of St. Petersburg operates a bus line intra-city to 82d Street, within the City limits of St. Petersburg; that the applicant's proposal does not contemplate the transportation of passengers, baggage or express wholly within the city limits of St. Petersburg; that the applicant proposes to receive traffic within the city limits only when bound to points outside the city limits and on the particular route to the Pinellas County Airport—or from some point outside of the City limits on said route bound to some point within the city limits of St. Petersburg; and

After the withdrawal of all objections on the part of the City of St. Petersburg to the proposed operation of the applicant; and it appearing to the Commission that there is no other objections entered to the applicant's proposal:

It is, thereupon, found by the Commission that the granting of the application herein is required by public convenience and necessity proven by the applicant at the hearing.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of Southern Tours, Inc., St. Petersburg, Florida, for extension of its Certificate of Public Convenience and Necessity No. 60, to include the operation of a regular passenger, baggage and express service in common carriage from St. Petersburg via 4th Street North to junction of 4th Street North and Roosevelt Boulevard—(Gandy "Y"); thence Roosevelt Boulevard to Pinellas County Airport and return over same route, be and the same is hereby **GRANTED**.

It is further **CONSIDERED, ORDERED AND ADJUDGED** that the rights herein granted to said Southern Tours, Inc., be restricted to the movement of traffic from the City of St. Petersburg to points outside such city limits, and from such outside points to points within the city limits of St. Petersburg—in other words, the authority herein granted shall not permit intra-city traffic, pick up and discharge of passengers within the city limits of St. Petersburg on said route.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at St. Petersburg, Florida, this 6th day of April, 1942.

CITATION

ORDER NO. 1539,

DOCKET NO. 869.

IN RE: COMPLAINT AGAINST GEORGIA-FLORIDA COACHES, INC.,
OF LAKE CITY, FLORIDA, FOR FAILURE TO FILE ANNUAL
REPORT OF ITS OPERATIONS FOR THE YEAR 1941.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

WHEREAS, Rule 53 of the Rules and Regulations of this Commission requires all auto transportation companies to make annually on or before the 31st day of March Annual Report for the current year ending December 31st immediately preceding, and

WHEREAS, Georgia-Florida Coaches, Inc., has failed to file its report for the year 1941 in accordance with the law and the rules and regulations of this Commission, although it has been repeatedly requested so to do:

Therefore you, Georgia-Florida Coaches, Inc., TAKE NOTICE that the Railroad Commission of the State of Florida charges you with violations of the law and the rules of this Commission for failure to file Annual Report of your operations for the year 1941, or for such portion of said year during which you carried on operations, and

Further TAKE NOTICE that on Tuesday, JUNE 16, 1942, at 10 o'clock A. M. the Railroad Commission of the State of Florida will be in session at its Hearing Room, SUPREME COURT BUILDING, Tallahassee, Florida, to hear, consider and determine whether you are guilty as charged and if found guilty to then and there consider what penalties should be imposed against you under the law.

And at said time and place you will have an opportunity to be fully heard on said charge.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 27th day of May, 1942.

ORDER NO. 1537,

DOCKET NO. 100-129.

IN RE: APPLICATION OF A. W. LEE, DOING BUSINESS AS LEE'S
COACH LINE, MARIANNA, FLORIDA, FOR EXTENSION OF CERTIFICATE NO. 4 TO TRANSPORT PASSENGERS, BAGGAGE AND LIGHT EXPRESS FROM MARIANNA, FLORIDA, TO THE PROPOSED AIR BASE, APPROXIMATELY SIX MILES NORTHEAST OF MARIANNA ON NEW UNDESIGNATED ROAD VIA C. C. CAMP AND CAVES (FLORIDA CAVERNS).

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

Pursuant to Notice No. 804, dated April 24, 1942, this matter came on for formal hearing before the Railroad Commission at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on May 12, 1942.

Appearing for the applicant: A. W. Lee and H. C. Roland.

There were no protestants.

The applicant produced witnesses to show that there is under construction U. S. Airport approximately six miles Northeast of Marianna; and that there is no public carrier operating there, and that public convenience and necessity would be served by the institution of the service proposed by the applicant; that there is now immediate need for such transportation for the convenience and benefit of the civilian workmen now engaged and that will be engaged in the construction of said airport facilities; and that after the completion of said airport such transportation will be needed for the benefit and convenience of the military personnel stationed at said air base. It was further proven by the applicant's evidence that no public transportation facilities are now afforded from Marianna to said air base, and no objection was offered by any other carrier of passengers at the hearing.

Whereupon it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of A. W. Lee, doing business as Lee's Coach Line, for an extension of Certificate No. 4, to transport passengers, baggage and light express from Marianna, Florida, to the proposed air base, approximately six miles Northeast of Marianna, on new undesignated road via C. C. Camp and Caves (Florida Caverns) be and the same is hereby **GRANTED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 12th day of May, 1942.

ORDER NO. 1535,

DOCKETS NOS. 648 AND 913.

IN RE: JOINT APPLICATION OF GULF COAST TRANSPORTATION COMPANY AND FRED W. WELCH AND AL G. WELCH, DOING BUSINESS AS AL WELCH'S TRANSFER, TALLAHASSEE, FLORIDA, FOR AUTHORITY TO TRANSFER THE CERTIFICATE RIGHTS GRANTED UNDER ORDER NO. 1352, AUTHORIZING COMMON CARRIER OPERATION BY MOTOR VEHICLE TRANSPORTING FREIGHT BETWEEN ST. MARKS AND TALLAHASSEE, FLORIDA, FROM GULF COAST TRANSPORTATION COMPANY TO FRED W. WELCH AND AL G. WELCH, DOING BUSINESS AS AL WELCH'S TRANSFER.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

Fred W. Welch appeared for the applicant.

There were no protestants.

This matter coming on this day before the Railroad Commission at its office in Tallahassee, Florida, for hearing for authority and approval by the Commission of the transfer of Certificate rights granted under Order 1352 from Gulf Coast Transportation Company to Fred W. Welch and Al G. Welch, doing business as Al Welch's Transfer, Tallahassee, Florida; and

It appearing to the Commission that said Fred W. Welch and Al G. Welch, doing business as Al Welch's Transfer, has agreed to purchase said operating rights, has paid the consideration therefor and has agreed to abide by all of the rules and regulations of this Commission and of the laws of the State of Florida in connection with said operation; and it further appearing to the Commission that the said Fred W. Welch and Al G. Welch, doing business as Al Welch's Transfer, are qualified financially and otherwise to operate under the rights granted by said Order No. 1352:

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the transfer of all operating rights granted under Order No. 1352 from Gulf Coast Transportation Company to Fred W. Welch and Al G. Welch, doing business as Al Welch's Transfer, Tallahassee, Florida, be and the same is hereby APPROVED, and that the said Fred W. Welch and Al G. Welch, doing business as Al Welch's Transfer, are hereby authorized to operate under Order No. 1352 in the transportation of freight as a common carrier by motor vehicle within the limitations imposed by said Order No. 1352.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 12th day of May, 1942.

ORDER NO. 1534,

DOCKETS NOS. 752 AND 958.

IN RE: JOINT PETITION OF JESSIE CHESHIRE SCHMITT AND ORVILLE L. CHESHIRE, DOING BUSINESS AS CHESHIRE TRUCK LINE OF FORT LAUDERDALE, FLORIDA, AND FRANK R. MAY, DOING BUSINESS AS MIAMI TRANSFER COMPANY, MIAMI, FLORIDA FOR APPROVAL OF TRANSFER OF CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 168 FROM CHESHIRE TRUCK LINE TO FRANK R. MAY, DOING BUSINESS AS MIAMI TRANSFER COMPANY, MIAMI, FLORIDA.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

This matter coming on for consideration before the Commission upon the joint application of Jessie Cheshire Schmitt and Orville L. Cheshire, doing business as Cheshire Truck Line of Fort Lauderdale, Florida, of the one part, and Frank R. May doing business as Miami Transfer Company, Miami, Florida, of the other part, for transfer of all rights and authority granted under Certificate of Public Convenience and Necessity No. 168 from said Jessie Cheshire Schmitt and Orville L. Cheshire, doing business as Cheshire Truck Line of Fort Lauderdale, Florida, to the said Frank R. May doing business as Miami Transfer Company of Miami, Florida; and it appearing to the Commission that the said purchase and transfer of said certificated rights from the said Jessie Cheshire Schmitt and Orville L. Cheshire, doing business as Cheshire Truck Line to the said Frank R. May doing business as Miami Transfer Company, has been consummated; that the full consideration therefor has been paid and a bill of sale has been executed and delivered by the grantors to the grantee; and

It further appearing that the said Frank R. May, doing business as Miami Transfer Company has been operating under said Certificate of Public Convenience and Necessity No. 168 by lease arrangement with the said Jessie Cheshire Schmitt and Orville L. Cheshire, doing business as Cheshire Truck Line since July 22, 1941; and it further appearing that the said Frank R. May, doing business as May Transfer Company, is qualified financially and otherwise to operate under said Certificate of Public Convenience and Necessity; and that he agrees to conform to and abide by all of the rules and regulations of this Commission and the laws of the State of Florida in connection with his said operation.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the transfer of Certificate No. 168 from Jessie Cheshire Schmitt and Orville L. Cheshire, doing business as Cheshire Truck Line of Fort Lauderdale, Florida, to Frank R. May, doing business as Miami Transfer Company, Miami, Florida, be and the same is hereby **APPROVED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at the Court House, Fort Lauderdale, Florida, this 16th day of April, 1942.

ORDER NO. 1533.

DOCKET NO. 961.

IN RE: APPLICATION OF RED BUS LINES, INC., OF STUART, FLORIDA, FOR CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY TO TRANSPORT PASSENGERS FROM JENSEN OVER STATE ROAD NO. 140 VIA STUART TO U. S. AIRPORT (INDIAN AVENUE) TO SALERNO, GOMEZ, HOBE SOUND; THENCE OVER STATE ROAD NO. 140 AND SUCH OTHER ROADS AS MAY BE CONSTRUCTED OR MAY BE NECESSARY TO USE TO REACH U. S. SIGNAL CORPS TRAINING SCHOOL RESERVATION, BY ANY OF ITS GATES OR ENTRANCES WHICH MAY BE PERMITTED OR DIRECTED BY THE U. S. SIGNAL CORPS AUTHORITIES; AND RETURN OVER THE SAME ROUTE.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 802, dated March 11, 1942, this matter came on for formal hearing before the Railroad Commission of the State of Florida at West Palm Beach, Florida, on April 13, 1942 at the George Washington Hotel, 10:00 A. M.

Hon. Evans Creary of Stuart, Florida, appeared for the applicant.

Hon. Donald Carroll of Milam; McIlvaine & Milam, Jacksonville, Florida, appeared for Florida Motor Lines Corporation.

2. From the application and amendment thereto made at the hearing, together with the stipulation entered into by and between the applicant and Florida Motor Lines Corporation, and the testimony adduced at the hearing in support of the amended application, it appears that the applicant desires to transport passengers in common carriage by motor vehicle from Jensen over State Road 140 to Stuart; thence over State Road 140 to U. S. Airport several miles south of Stuart; thence over State Road 140 to Salerno, Gomez and Hobe Sound; thence over State Road 140 and such other roads as may be constructed or may be necessary to use to the U. S. Signal Corps Training School Reservation and within the Reservation by any of its gates or entrances which may be permitted or directed by the U. S. Signal Corps authorities; and return over the same route.

3. The Commission having carefully considered the proofs and testimony adduced at the hearing finds that public convenience and necessity will be served by the institution of the service proposed by the applicant.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application

of The Red Bus Lines, Inc., a Florida corporation, for a Certificate of Public Convenience and Necessity as a common carrier by motor vehicle of passengers from Jensen over State Road 140 to Stuart; thence over State Road 140 to U. S. Airport (Indian Avenue) several miles south of Stuart; thence over State Road 140 to Salerno, Gomez and Hobe Sound; thence over State Road 140 and such other roads as may be constructed or may be necessary to use to the U. S. Signal Corps Training School Reservation, and within the Reservation by any of its gates or entrances which may be permitted or directed by the U. S. Signal Corps authorities, and return over the same route be, and the same is hereby GRANTED; that the authority herein granted shall continue for the duration of the present war crisis and a period of six months thereafter, and that upon the termination of said period the authority herein granted shall automatically be terminated.

DONE AND ORDERED by the Railroad Commission of the State of Florida at West Palm Beach, Florida, this 13th day of April, 1942.

ORDER NO. 1532, (Amending Order No. 1017)

DOCKET NO. 100-143.

IN RE: APPLICATION OF KENNELLY TRANSFER & STORAGE COMPANY, INC., OF JACKSONVILLE, FLORIDA, FOR AN EXTENSION OF ITS CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 134 AUTHORIZING OCCASIONAL TRIPS OUT OF JACKSONVILLE TO VARIOUS POINTS THROUGHOUT THE STATE OF FLORIDA.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. By Order No. 1017, dated April 28, 1937, it appears that Certificate of Public Convenience and Necessity No. 134 was extended so as to authorize occasional trips out of Jacksonville to various points throughout the State of Florida for the transportation by motor vehicle of heavy contractors' equipment, show equipment, farm equipment and machinery, boats, tanks, and extra heavy steel for structural purposes, and said extension of authority was limited to points not served by either rail or motor carriers, or to points served by rail and motor carriers if said rail and motor carriers shall refuse to accept and move such articles to such points after such shipments have been offered to said rail and motor carriers.

2. And it now appearing to the Commission that public convenience and necessity requires that such restriction and limitation placed upon the authority granted in said Order No. 1017 should be removed; and the Commission being advised in the premises:

It is thereupon CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that Order No. 1017 be, and the same is, hereby AMENDED so that Certificate of Public Convenience and Necessity No. 134 now held by Kennelly Transfer & Storage Company shall authorize said carrier to transport heavy contractors' equipment, show equipment, farm equipment and machinery, boats, tanks, pipe 12 inches or more in diameter, and extra heavy steel for structural purposes, from Jacksonville to points in the State of Florida with the privilege of transporting the same articles back to Jacksonville.

DONE AND ORDERED by the Railroad Commission of the State of Florida this 10th day of April, 1942.

ORDER NO. 1531 (Amending Order No. 1518)

DOCKET NO. 915.

IN RE: APPLICATION OF WOOD-HOPKINS CONTRACTING COMPANY, INC., OF JACKSONVILLE, FLORIDA, FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY AS A LIMITED COMMON CARRIER TRANSPORTING HEAVY MACHINERY, FARM EQUIPMENT, STORAGE TANKS, STRUCTURAL STEEL AND HEAVY COMMODITIES REQUIRING SPECIAL HAULING, TO ALL POINTS IN THE STATE.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. By Order No. 1518, dated February 12, 1942, Order No. 1499 was amended to show the correct corporate name of the applicant, and was also amended by placing the same restrictions upon the applicant that exists with reference to other companies engaged in the same or similar operations.

2. Representation having been made to the Commission that such restrictions are too stringent and hamper the operations of those companies upon which the restrictions are placed, and this Commission having considered such representation, and believing that public convenience and necessity require that such restrictions and limitations be removed from all such carriers, and that Order No. 1518 should be amended by striking out such restrictions:

It is thereupon CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that Wood-Hopkins Contracting Company, Inc., of Jacksonville, Florida, be, and it is hereby, authorized to engage in the transportation of heavy machinery, weighing not less than 5,000 pounds, contractor's equipment, farm equipment, boats, storage tanks, structural steel, concrete culverts, iron and steel pipe

of 12 inches and over, piling and poles, from Jacksonville to points in the State of Florida with the privilege of transporting the same articles back to Jacksonville.

DONE AND ORDERED by the Railroad Commission of the State of Florida this 10th day of April, 1942.

ORDER NO. 1530,

DOCKET NO. 100-138.

IN RE: APPLICATION OF ST. ANDREWS BAY TRANSPORTATION COMPANY, DOTHAN, ALABAMA, FOR EXTENSION OF ITS CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 138 TO INCLUDE THE TRANSPORTATION OF FREIGHT, COMMODITIES, GENERALLY FROM ALABAMA-FLORIDA STATE LINE TO PANAMA CITY, FLORIDA, OVER FLORIDA STATE HIGHWAY 52 AND RETURN OVER SAME ROUTE SERVING INTERMEDIATE POINTS BETWEEN GRACEVILLE, CHIPLEY, WAUSAU, SOUTHPORT AND LYNN HAVEN, FLORIDA.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

This matter came on for hearing before the Railroad Commission of the State of Florida at Pensacola, Florida, on March 24, 1942, at 10:00 A. M.

H. H. Simms, Vice-President of St. Andrews Bay Transportation Company, appeared for applicant.

There were no objections registered at the hearing.

Thereupon the applicant offered proof of public convenience and necessity for the extension of Certificate herein sought; and in consideration of such proof, and the Commission being advised in the premises, finds that public convenience and necessity require that Certificate of Public Convenience and Necessity No. 138 be extended in every respect as applied for herein.

It is thereupon CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that Certificate of Public Convenience and Necessity No. 138 be, and the same is, hereby EXTENDED to include the transportation of freight, commodities, generally from Florida-Alabama State Line to Panama City, Florida, over Florida State Highway No. 52, serving all intermediate points including Graceville, Chipley, Wausau, Southport and Lynn Haven, and return from Panama City to Alabama-Florida State line over same route.

DONE AND ORDERED by the Railroad Commission of the State of Florida, this 24th day of March, 1942.

ORDER NO. 1529.

DOCKETS NOS. 100-61 AND 100-60.

IN RE: JOINT PETITION OF UNION EXPRESS FREIGHT COMPANY, INC., MOBILE, ALABAMA, AND GROVER PITTMAN, PENSACOLA, FLORIDA, FOR TRANSFER OF CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 124, AUTHORIZING TRANSPORTATION OF FREIGHT BY MOTOR VEHICLE IN COMMON CARRIAGE BETWEEN PENSACOLA AND RIVER JUNCTION, FLORIDA.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

R. M. Smith, 502 First National Bank Building, Mobile, Alabama, appeared for the joint applicants.

No objectors registered any appearance.

This matter came on for consideration before the Commission at Pensacola, Florida, on March 24, 1942, upon the joint application of Union Express Freight Company, Inc., of Mobile, Alabama, and Grover Pittman of Pensacola, Florida, for transfer of all rights of said Grover Pittman under Certificate of Public Convenience and Necessity No. 124, dated October 15, 1930, authorizing transportation of freight by motor vehicle in common carriage between Pensacola and River Junction, Florida and it appearing that Union Express Freight Company, Inc., has agreed to purchase said operating rights and to assume any and all obligations due to the State of Florida for mileage tax, and has further agreed to conduct such operation under the laws and rules of this Commission—the Commission finds that this transfer will be in the public interest and should be approved.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the sale and transfer of all operating rights of Grover Pittman under Certificate of Public Convenience and Necessity No. 124 to Union Express Freight Company, Inc., be, and the same is hereby **APPROVED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session this March 24, 1942.

ORDER NO. 1528 (Amending Order No. 1521)**DOCKET NO. 363.**

IN RE: APPLICATION OF GREAT SOUTHERN TRUCKING COMPANY, JACKSONVILLE, FLORIDA, FOR AN EXTENSION OF ITS CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY TO COVER OPERATIONS OVER STATE ROAD 24, KISSIMMEE TO MELBOURNE VIA HOLOPAW, FLORIDA, TRANSPORTING FREIGHT.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

Pursuant to Notice No. 799, this matter came on for hearing before the Railroad Commission of the State of Florida at Tampa, Florida, on February 24, 1942.

A. Y. Milam appeared for applicant.

A Pickens Coles represented Tamiami Trail Tours, Inc.

This is an application of Great Southern Trucking Company for an extension of its Certificate of Public Convenience and Necessity for the transportation of freight by motor vehicle to cover operations over State Road 24, from Kissimmee to Melbourne, Florida, via Holopaw.

At the hearing it was stipulated by and between said A. Y. Milam, representing the applicant, Great Southern Trucking Company, and A. Pickens Coles, representing the protestant, Tamiami Trail Tours, Inc., that the applicant would not solicit freight originating in the greater Tampa area and destined for West Palm Beach or for the greater Miami area or intermediate points lying between West Palm Beach and Maimi; and that the applicant would not solicit freight originating in the greater Miami area and West Palm Beach territory or intermediate points lying between Miami and West Palm Beach for carriage cross-state to the Tampa area; and that upon such stipulation on the part of the applicant, Great Southern Trucking Company, Tamiami Trail Tours, Inc., through its said representative, A. Pickens Coles, announced that said Tamiami Trail Tours, Inc., would not oppose the application herein:

And it further appearing to the Commission at the hearing that the granting of this application would greatly serve public convenience and necessity, and would be an actual mileage saving of some ninety-two miles:

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of Great Southern Trucking Company for an extension of its Certificate of Public Convenience and Necessity to operate over State Road 24 from

Kissimmee to Melbourne via Holopaw in the transportation of freight by motor vehicle be, and the same is, hereby GRANTED; Provided, however, that Great Southern Trucking Company be restricted in the operation herein authorized in the following particulars:

- (1) From transporting freight originating in the Greater Tampa area and destined for West Palm Beach or Greater Miami, or intermediate points lying between West Palm Beach and Miami.
- (2) From transporting freight originating in the Greater Miami and West Palm Beach areas or intermediate points lying between Miami and West Palm Beach, having as its destination the Greater Tampa area.

DONE AND ORDERED by the Railroad Commission of the State of Florida, this April 10th, 1942.

ORDER NO. 1527,

DOCKET NO. 100-10.

IN THE MATTER OF ST. JOHNS RIVER LINE COMPANY—TAMPA-BARTOW-SEBRING OPERATION.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

ORDER APPROVING WITHDRAWAL FROM CERTAIN TERRITORY

This matter coming on to be heard upon the petition of St. Johns River Line Company for approval of its withdrawal from certain territory, more particularly described in such petition and roughly comprising its Tampa-Bartow-Sebring operation, and the matter having been submitted, upon consideration the Commission finds:

1. That the motor carriers operating in said territory have suffered appreciable losses of revenue in recent months as a consequence of which the operations of St. Johns River Line Company in such territory are not now profitable.

2. That if St. Johns River Line Company withdraws from its operations in the described territory and abandons the same there will remain adequate public transportation service by motor vehicle to all points in such area served by St. Johns in addition to rail and express service, and such withdrawal and abandonment will obviate possible embarrassment to the economic structure of St. Johns River Line Company and perhaps of other carriers competing in the field.

3. The proposal withdrawal by St. Johns River Line Company from such territory and its abandonment of the described service is in the public interest and will tend toward the maintenance of stable,

efficient transportation service in such territory, without restraint of competition and will not impair a continuous, adequate and efficient transportation service to the public by carriers remaining in the field.

4. The terms and provisions of the contract attached to the petition for approval of the withdrawal of St. Johns River Line Company are hereby approved.

WHEREFORE, it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the petition of St. Johns River Line Company for withdrawal and abandonment of service of the hereinafter particularly described territory, to-wit:

The general route is over State Roads 23, 79, and 8, and county roads, from Tampa via Brandon, Valrico, Hopewell, Highlands, Mulberry, Bartow, Lake Garfield, Babson Park, Frost-proof and Avon Park to Sebring, and in the reverse direction. The territory is that along State Road 79 extending from a point two (2) miles to the east of the junction point of State Roads 5 and 79 to the environs of Lake Wales; that lying along State Road 8 to the south of the Haines City fertilizer plant about two (2) miles to the south of the city limits of Haines City; that lying along U. S. Highway 17 to the south of a point one (1) mile to the south of the city limits of Winter Haven; that lying along State Road 2 to the south of a line drawn one (1) mile from the southern city limits of Lakeland; that along State Road 34 to the south of a line drawn one (1) mile from the southern city limits of Lakeland; and that along the Plant City-Hopewell road south of a line drawn one (1) mile from the southern city limits of Plant City. Service to Eagle Lake, Lake Hamilton, Eaton Park, Sand Gully and Medulla is to be included in that abandoned. The territory shall not include that served by St. Johns operations out of Tampa via Plant City and and Lakeland towards Haines City over U. S. Highway 92 or State Road 23 or service within the delivery limits along such route within one (1) mile to the south of State Road 23, within one (1) mile of the city limits of Plant City, within two (2) miles of the city limits of Tampa, or within one (1) mile of the city limits of Lakeland; nor shall the service abandoned include that to Lakeland, Auburndale, Haines City, Florence Villa, Lake Alfred, Winter Haven, or the environs thereof; nor shall the territory include the St. Johns operations from Tampa to Sarasota via Palmetto, Bradenton and Manatee over State Roads 5 and 23 or in the territory lying to the west of a line drawn about two (2) miles to the east of U. S. Highway 41 between Tampa and Palmetto or to the west of a line drawn about two (2) miles to the east of the county road (old Sarasota road)

from Manatee to Sarasota via Oneca and Tallevast; or service to and from points and places within three (3) miles of the city limits of Sarasota, and to and from the towns of Wimauma, Fruitville, Bee Ridge, Miakka, Myakka City, Verna and Lorraine.

be and the same is hereby APPROVED, effective immediately; and it is further ORDERED that the transaction outlined in the copy of agreement attached to said petition be, and the same is, hereby APPROVED.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session in the City of Gainesville, Florida, this 1st day of April A. D. 1942.

ORDER NO. 1526,

DOCKET NO. 866.

IN RE: APPLICATION OF ALABAMA & FLORIDA TRANSPORTATION COMPANY OF DOTHAN, ALABAMA, FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY TO OPERATE AS A COMMON CARRIER BY MOTOR VEHICLE TRANSPORTING FREIGHT FROM ALABAMA-FLORIDA STATE LINE OVER ROAD 141 TO MARIANNA, FLORIDA, VIA MALONE AND GREENWOOD, FLORIDA, AND ALSO AUTHORITY TO SERVE BASCOM, FLORIDA, WHENEVER IT HAS FREIGHT FOR SAID POINT USING STATE ROAD 90 BETWEEN GREENWOOD AND BASCOM AND COUNTY ROAD BETWEEN MALONE AND BASCOM.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

The Commission by its Order No. 1508 dated December 9, 1941, granted application of Alabama & Florida Transportation Company of Dothan, Alabama, for a Certificate of Public Convenience and Necessity to operate as a common carrier by motor vehicle transporting freight from Alabama-Florida State line over Road 141 to Marianna, Florida, via Malone and Greenwood, Florida, and also authority to serve Bascom, Florida, whenever it has freight for said point using State Road 90 between Greenwood and Bascom and County Road between Malone and Bascom.

Alabama & Florida Transportation Company, by its President and General Manager, A. P. Leddon, has requested this Commission to amend said Order No. 1508 so that the company will be authorized to operate only between the Florida-Alabama State line and Greenwood, Florida, via Malone. The Commission has considered this matter and is of opinion that the amendment should be granted.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that Order No. 1508,

dated December 9, 1941, be and the same is hereby amended to authorize the Alabama & Florida Transportation Company of Dothan, Alabama, to operate as a common carrier of freight by motor vehicle between Florida-Alabama State line and Greenwood, Florida, via Malone, Florida.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 22d day of January, 1942.

ORDER NO. 1525, CANCELLING ORDER NO. 1520

DOCKET NO. 100-121.

IN RE: APPLICATION OF FLORIDA MOTOR LINES CORPORATION, JACKSONVILLE, FLORIDA, FOR AN EXTENSION OF ITS CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 8, TO COVER OPERATIONS OVER STATE ROAD 28, BETWEEN PALATKA AND BUNNELL, FLORIDA, VIA EAST PALATKA, SAN MATEO AND ANDALUSIA.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

Pursuant to Notice No. 799, this matter came on for hearing before the Railroad Commission at Tampa, Florida, on February 24, 1942.

A. Y. Milam appeared for applicant.

This is an application of Florida Motor Lines Corporation for an extension of its Certificate of Public Convenience and Necessity No. 8, to operate in common carriage of passengers, baggage of passengers, newspapers and light express over State Road 28 between Palatka and Bunnell via East Palatka, San Mateo and Andalusia.

It appeared to the Commission that there is no objection to the granting of this application, and that at the present time there is no motor bus common carrier of passengers operating over this road between these points.

And it further appeared to the Commission that public convenience and necessity requires the granting of this application:

It is thereupon **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of Florida Motor Lines Corporation for an extension of its Certificate of Public Convenience and Necessity No. 8, to operate in common carriage of passengers, baggage of passengers, newspapers and light express by motor bus over State Road 28, between Palatka and Bunnell via East Palatka, San Mateo and Andalusia, be and the same is hereby **GRANTED**.

It appears to the Commission that by inadvertence an improper caption was used in the heading of Order No. 1520:

Therefore, it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that Order No. 1520 be, and the same is, hereby **CANCELLED**, and the foregoing Order No. 1525 be substituted in lieu thereof.

DONE AND ORDERED by the Railroad Commission of the State of Florida, this 24th day of February, 1942.

ORDER NO. 1524,

DOCKET NO. 100-121.

IN RE: APPLICATION OF FLORIDA MOTOR LINES CORPORATION, JACKSONVILLE, FLORIDA, FOR EXTENSION OF CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 8, TO COVER MOTOR BUS COMMON CARRIAGE OF PASSENGERS, BAGGAGE AND LIGHT EXPRESS OVER STATE ROADS 15 AND 81, BETWEEN DUNNELLON AND CHIEFLAND AND OVER STATE ROAD 15 BETWEEN RED LEVEL AND LEBANON STATION, FLORIDA.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

Pursuant to Notice No. 793, this matter came on for hearing before the Railroad Commission of the State of Florida at Ocala, Florida, on December 22, 1941.

A. Y. Milam, appeared for applicant, Florida Motor Lines Corporation.

A. Pickens Coles appeared for Tamiami Trail Tours, Inc.

This is an application by Florida Motor Lines Corporation for an extension of its Certificate of Public Convenience and Necessity No. 8 to cover motor bus common carriage of passengers, baggage and light express over State Roads 15 and 81 between Dunnellon and Chiefland; and over State Road No. 15 between Red Level and Lebanon Station.

It appears to the Commission by representation from Mr. Coles that Tamiami Trail Tours, Inc., has the same interest as the applicant in acquiring authority from the Commission to operate its motor busses over the shorter route upon the completion of the segment of road described above between Dunnellon and Chiefland; and it being mutually consented by and between the applicant and said Tamiami Trail Tours, Inc., that each would not oppose the application of the other for the privilege of operating over the shorter route designated between Dunnellon and Chiefland, on the operations over the route from Tallahassee to Tampa, Florida.

And it appearing to the Commission upon the joint statement of representatives of the applicant and Tamiami Trail Tours, Inc., that there is no objection or protest to the application herein;

And it further appearing to the Commission from the testimony and proofs offered at the hearing that public convenience and necessity will be served by the granting of the application herein; and the Commission being fully advised in the premises:

It is thereupon CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the applicant, Florida Motor Lines Corporation, be and it is hereby GRANTED an extension of its Certificate No. 8 to permit it to operate motor bus common carriage of passengers, baggage and light express over State Roads 15 and 81 between Dunnellon and Chiefland and over State Road No. 15 between Red Level and Lebanon Station.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 13th day of January, 1942.

ORDER NO. 1523.

DOCKETS NOS. 100-138 AND 211.

IN RE: JOINT PETITION OF ST. ANDREWS BAY TRANSPORTATION COMPANY, A CORPORATION, AND ALAGA COACH LINES, INCORPORATED, FOR TRANSFER OF THAT PORTION OF CERTIFICATE OF ST. ANDREWS BAY TRANSPORTATION COMPANY PERTAINING TO AND CONCERNING THE TRANSPORTATION OF PASSENGERS FOR HIRE BY MOTOR BUS, LIGHT EXPRESS, AND NEWSPAPERS FROM ST. ANDREWS BAY TRANSPORTATION COMPANY TO ALAGA COACH LINES, INCORPORATED.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

Pursuant to Notice No. 800, dated February 6, 1942, this matter came on for formal hearing before the Railroad Commission at Tampa, Florida, on February 24, 1942.

H. H. Simms appeared for applicant, St. Andrews Bay Transportation Company.

S. H. Leibert appeared for Alaga Coach Lines, Incorporated.

Upon the joint motion of both applicants, the application was amended at the beginning of the hearing so as to include the route over Florida State Highway No. 52 from Alabama-Florida State line to Graceville, Florida, and over Florida State Highway No. 123 from Graceville to Campbellton, Florida.

As amended, this application is for the transfer from St. Andrews Bay Transportation Company, a corporation, to Alaga Coach Lines, Incorporated, a corporation, all franchise rights for the transportation of passengers, baggage, light express and newspapers for compensation by motor vehicle severally described as follows:

- (1) F.R.R.C. Order No. 688, Docket No. 100-138: Between Panama City and Pensacola, Florida. (From Panama City to Nevarre over Florida State Highway No. 10, thence over Florida State Highway No. 53 to Pensacola, and also over Road 115 from its intersection with Road 10 at or near Camp Walton, to the eastern intersection of said Road No. 115 and Road 10, and return).
- (2) F.R.R.C. Order 1393, Docket 100-138: Between Junction State Highways 115 and 152 near Point Washington and Junction State Highways 152 and 10 near Freeport, Florida; over Florida State Highway No. 152.
- (3) F.R.R.C. Order No. 165, File No. 5 (Certificates Nos. 5 and 6, and Order No. 121 from A. W. Lee, doing business as Lee's Coach Line to St. Andrews Bay Transportation Company). Between Panama City, Florida, and Alabama-Florida State line; from Panama City, Florida, over Florida State Highway No. 20 to Cottondale, Florida; thence over Florida Highway No. 1 to Marianna, Florida; thence over Florida Highway No. 6 to Alabama-Florida State line; also over Florida State Highway No. 20 from Cottondale, Florida, (at intersection of Florida State Highways Nos. 1 and 20) north to Junction of Florida State Highway No. 20 and Florida State Highway No. 6.
- (4) Between Florida-Alabama State line to Graceville over State Highway No. 52; thence over State Highway No. 123 from Graceville to Campbellton.

This application does not include, and expressly excludes, any and all franchise rights and authority on the part of said St. Andrews Bay Transportation Company to transport commodities and merchandise for compensation; and only applies to rights for the bus transportation of passengers, baggage, light express and newspapers by motor bus.

The Commission finds that the applicant, St. Andrews Bay Transportation Company, some four years ago was given temporary authority to transport passengers, baggage, light express and newspapers by motor bus from the Florida-Alabama State line to Graceville, Florida, over State

Highway No. 52; thence over State Highway No. 123 from Graceville to Campbellton, Florida; and that continuously since the granting of such temporary authority said St. Andrews Bay Transportation Company has operated over said routes motor busses for the transportation of passengers, baggage and light express and newspapers, and was so operating same at the time of the filing of this application and this hearing.

The Commission further finds from the proofs herein that during such operation on the part of said St. Andrews Bay Transportation Company that its bus service was the only bus transportation service available to the citizens along these highways. The Commission further finds that by virtue of the continuous operation of such bus service on the part of St. Andrews Bay Transportation Company, and while no other bus transportation was or is now available to the citizens along said highways, the said company has acquired and is hereby granted by the Commission permanent authority to transport passengers, baggage, light express and newspapers by motor bus for compensation over State Highway 52 from Alabama-Florida State line to Graceville, Florida, and over State Highway No. 123 from Graceville to Campbellton, Florida.

Upon the joint motion of both applicants herein leave is hereby granted to amend the application instanter to cover said operation by motor bus from the Alabama-Florida State line to Graceville over State Highway No. 52 and over State Highway No. 123 from Graceville to Campbellton, Florida, so that this application prays for the transfer of said rights to the Alaga Coach Lines, Incorporated, along with the motor bus operations described above in paragraphs Nos. 1, 2, and 3.

There was no objection or protest registered with this Commission prior to or at the hearing of this application.

It further appeared to the Commission that application has been made to the Interstate Commerce Commission by these applicants for authority to transfer from said St. Andrews Bay Transportation Company to said Alaga Coach Lines, Incorporated, all interstate rights for the transportation of passengers, baggage, light express and newspapers by motor bus over the routes described herein.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the authority of the Florida Railroad Commission be and the same is hereby **GRANTED** for the transfer from said St. Andrews Bay Transportation Company to said Alaga Coach Lines, Incorporated, all intrastate rights that it holds and owns at this time for the transportation of passengers, baggage, light express and newspapers for compensation by motor bus, as follows:

- (1) F.R.R.C. Order 688, Docket 100-138: Between Panama City and Pensacola, Florida. (From Panama City to Nevarre over

Florida State Highway No. 10, thence over Florida State Highway No. 53 to Pensacola, and also over Road 115 from its intersection with Road 10 at or near Camp Walton, to the eastern intersection of said Road 115 and Road 10, and return).

- (2) F.R.R.C. Order 1393, Docket 100-138: Between Junction State Highways 115 and 152 near Point Washington and Junction State Highways 152 and 10 near Freeport, Florida; over Florida State Highway No. 152.
- (3) F.R.R.C. Order 165, File No. 5 (Certificates Nos. 5 and 6, and Order No. 121 from A. W. Lee, doing business as Lee's Coach Line to St. Andrews Bay Transportation Company). Between Panama City, Florida, and Alabama-Florida State line; from Panama City, Florida, over Florida State Highway No. 20 to Cottondale, Florida; thence over Florida Highway No. 1 to Marianna, Florida; then over Florida Highway No. 6 to Alabama-Florida State line; also over Florida State Highway No. 20 from Cottondale, Florida, (at intersection of Florida State Highways Nos. 1 and 20) north to Junction of Florida State Highway No. 20 and Florida State Highway No. 6.
- (4) Between Florida-Alabama State line to Graceville over State Highway No. 52; thence over State Highway No. 123 from Graceville to Campbellton.

It is further ORDERED that the transfer of said intrastate rights from said St. Andrews Bay Transportation Company to said Alaga Coach Lines, Incorporated, be made and become effective simultaneously with the transfer of said interstate rights under the approval of the Interstate Commerce Commission.

DONE AND ORDERED by the Railroad Commission of the State of Florida, this 25th day of March, 1942.

ORDER NO. 1522,

DOCKET NO. 100-101.

IN RE: APPLICATION OF CHARLES V. KINARD, DOING BUSINESS AS AMERICAN TRANSFER COMPANY, FOR ENLARGEMENT OF HIS LIMITED COMMON CARRIER CERTIFICATE OF FREIGHT BETWEEN TAMPA, FLORIDA, AND McDILL FIELD, THE UNITED STATES SOUTHEASTERN ARMY AIR BASE, OVER COUNTY ROADS.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

Pursuant to Notice No. 799, this matter came on for hearing before the Railroad Commission of the State of Florida at Tampa, Florida, on February 24, 1942.

Sam Bucklew appeared for applicant.

John M. Allison represented the protestants, Central Truck Lines, Inc., Hunt Truck Lines, St. Johns River Line, Great Southern Trucking Company and Fogarty Brothers.

A. Pickens Coles appeared for protestant, Tamiami Trail Tours, Inc.

O. C. Beakes for protestant, Flamingo Truck Lines, Inc.

This is an application of Chas. V. Kinard, doing business as American Transfer Company, for the enlargement of his common carrier certificate for the transportation of certain merchandise between Tampa, Florida and McDill Field, the United States Southeastern Army Air Base near Tampa, Florida, by motor vehicle.

Upon consideration of the testimony and proofs offered by the applicant and protestants at the hearing, and it appearing to the Commission that at the time of the hearing said applicant was then operating under a claim of temporary authority between Tampa and McDill Field, the United States Southeastern Army Air Base, in the transportation of certain merchandise by motor vehicle.

The Commission in consideration of the testimony and proofs finds that the applicant has failed to prove public convenience and necessity for the authority which he seeks herein:

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of said Charles V. Kinard, doing business as American Transfer Company, for enlargement of his limited common carrier certificate for the transportation of paint and paint company products for The Gliddon Paint Store and Sherwin-Williams Company, and building materials and air plane motors and parts, between Tampa and McDill Field, the United States Southeastern Army Air Base over County Roads be, and the same is, hereby **DENIED.** *

And it is further **ORDERED** that any operation made or being made by said applicant wherein he is or has been transporting paint and paint company products for The Gliddon Paint Store and Sherwin-Williams Company and any building materials, air plane motors and parts between Tampa and McDill Field, the United States Southeastern Army Air Base, over County Roads in Hillsborough County by motor vehicle for compensation under any claim on his part by virtue of

temporary authority from this Commission be, and the same is, hereby **TERMINATED** and **CANCELLED** within ten days from this date.

DONE AND ORDERED by the Railroad Commission of the State of Florida this 24th day of February, 1942.

ORDER NO. 1521,

DOCKET NO. 363.

IN RE: APPLICATION OF GREAT SOUTHERN TRUCKING COMPANY, JACKSONVILLE, FLORIDA, FOR AN EXTENSION OF ITS CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY TO COVER OPERATIONS OVER STATE ROAD 24, KISSIMMEE TO MELBOURNE VIA HOLOPAW, FLORIDA, TRANSPORTING FREIGHT.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

Pursuant to Notice No. 799 this matter came on for hearing before the Railroad Commission of the State of Florida at Tampa, Florida, on February 24, 1942.

A. Y. Milam appeared for applicant.

A. Pickens Coles represented Tamiami Trail Tours, Inc.

This is an application of Great Southern Trucking Company for an extension of its Certificate of Public Convenience and Necessity for the transportation of freight by motor vehicle to cover operations over State Road 24, from Kissimmee to Melbourne, Florida, via Holopaw.

At the hearing it was stipulated by and between said A. Y. Milam, representing the applicant, Great Southern Trucking Company, and A. Pickens Coles, representing the protestant, Tamiami Trail Tours, Inc., that the applicant would not solicit freight originating in the greater Tampa area and destined for West Palm Beach or for the greater Miami area or intermediate points lying between West Palm Beach and Miami; and that the applicant would not solicit freight originating in the greater Miami area and West Palm Beach territory or intermediate points lying between Miami and West Palm Beach for carriage cross-state to the Tampa area; and that upon such stipulation on the part of the applicant, Great Southern Trucking Company, Tamiami Trail Tours, Inc., through its said representative, A. Pickens Coles, announced that said Tamiami Trail Tours, Inc., would not oppose the application herein;

And it further appearing to the Commission at the hearing that the granting of this application would greatly serve public convenience and necessity, and would be an actual mileage saving of some ninety-two miles:

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of Great Southern Trucking Company for an extension of its Certificate of Public Convenience and Necessity to operate over State Road 24 from Kissimmee to Melbourne via Holopaw in the transportation of freight by motor vehicle be, and the same is hereby GRANTED.

DONE AND ORDERED by the Railroad Commission of the State of Florida this 24th day of February, 1942.

ORDER NO. 1520,

DOCKET NO. 100-121.

IN RE: APPLICATION OF FLORIDA MOTOR LINES CORPORATION, JACKSONVILLE, FLORIDA, FOR EXTENSION OF CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 8, TO COVER MOTOR BUS COMMON CARRIAGE OF PASSENGERS, BAGGAGE AND LIGHT EXPRESS OVER STATE ROADS 15 AND 81, BETWEEN DUNNELLON AND CHIEFLAND AND OVER STATE ROAD 15 BETWEEN RED LEVEL AND LEBANON STATION, FLORIDA.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

Pursuant to Notice No. 799, this matter came on for hearing before the Railroad Commission at Tampa, Florida, on February 24, 1942.

A. Y. Milam appeared for applicant.

This is an application of Florida Motor Lines Corporation for an extension of its Certificate of Public Convenience and Necessity No. 8, to operate in common carriage of passengers, baggage of passengers, newspapers and light express over State Road 28 between Palatka and Bunnell via East Palatka, San Mateo and Andalusia.

It appeared to the Commission that there is no objection to the granting of this application, and that at the present time there is no motor bus common carrier of passengers operating over this road between these points;

And it further appeared to the Commission that public convenience and necessity requires the granting of this application:

It is thereupon CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of Florida Motor Lines Corporation for an extension of its Certificate of Public Convenience and Necessity No. 8, to operate in common carriage of passengers, baggage of passengers, newspapers and light express by motor bus over State Road 28, between Palatka and Bunnell via East Palatka, San Mateo and Andalusia, be and the same is hereby GRANTED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, this 24th day of February, 1942.

ORDER NO. 1519,

DOCKET NO. 100-13.

IN RE: APPLICATION OF TAMiami TRAIL TOURS, INC., TAMPA, FLORIDA, FOR EXTENSION OF ITS CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 28, TO TRANSPORT PASSENGERS, BAGGAGE OF PASSENGERS, NEWSPAPERS AND LIGHT EXPRESS BETWEEN DUNNELLON AND CHIEFLAND OVER STATE HIGHWAY NO. 81 VIA TIDEWATER, LEBANON STATION, GULF HAMMOCK AND OTTER CREEK, FLORIDA.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

Pursuant to Notice No. 799, dated February 5, 1942, this matter came on for formal hearing before the Railroad Commission at Tampa, Florida.

A. Pickens Coles appeared for applicant.

A. Y. Milam for Florida Motor Lines Corporation.

It appeared to the Commission by mutual statement of Messrs. Coles and Milam that both Tamiami Trail Tours, Inc., and Florida Motor Lines Corporation were applying to the Commission for extensions of their respective Certificates of Public Convenience and Necessity to transport passengers, baggage of passengers, newspapers and light express between Dunnellon and Chiefland over State Highway No. 81 via Tidewater, Lebanon Station, Gulf Hammock and Otter Creek, Florida;

And it further appeared to the Commissioners that Florida Motor Lines Corporation had no objection to make at this hearing to the granting of this application of Tamiami Trail Tours, Inc.;

And there being no objection from any other public carrier of passengers noted at this hearing to the granting of this application;

And it further appearing to the Commission from the proof offered at this hearing that public convenience and necessity requires the granting of this application:

It is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of Tamiami Trail Tours, Inc., for an extension of its Certificate of Public Convenience and Necessity No. 28 to transport passengers, baggage of passengers, newspapers and light express between Dunnellon and Chiefland over

State Highway No. 81, via Tidewater, Lebanon Station, Gulf Hammock and Otto Creek, Florida be, and the same is, hereby GRANTED.

DONE AND ORDERED by the Railroad Commission of the State of Florida this February 24, 1942.

ORDER NO. 1518,

DOCKET NO. 915.

IN RE: APPLICATION OF WOOD-HOPKINS CONTRACTING COMPANY, INC., OF JACKSONVILLE, FLORIDA, FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY AS A LIMITED COMMON CARRIER TRANSPORTING HEAVY MACHINERY, FARM EQUIPMENT, STORAGE TANKS, STRUCTURAL STEEL AND HEAVY COMMODITIES REQUIRING SPECIAL HAULING, TO ALL POINTS IN THE STATE.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. By Order No. 1499, dated October 24, 1941, it appears that this company was referred to as "Wood-Hopkins Construction Company of Jacksonville, Florida," when its corporate name is "Wood-Hopkins Contracting Company, Inc., of Jacksonville, Florida."

2. It further appears that in granting the authority sought by the applicant rail and motor carriers were not properly protected and that there should have been a limitation restricting the carrier to the transportation of the articles mentioned in the order to points not served by either rail or motor carriers, or to such points in the State of Florida to which rail and motor carriers shall refuse to transport such commodities.

3. These matters have been brought to the attention of the Commission and it having given consideration thereto:

It is, therefore, CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that Order No. 1499, dated October 24, 1941, be amended by changing the name "Wood-Hopkins Construction Company," wherever it appears in the order, to "Wood-Hopkins Contracting Company, Inc."

It is further ORDERED that that part of said order conferring upon the applicant authority to engage in the transportation of heavy machinery, and to transport certain equipment mentioned therein, be and the same is amended to read as follows:

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that Wood-Hopkins Contracting Company, Inc., of Jacksonville,

Florida, be and it is hereby authorized to engage in the transportation of heavy machinery, weighing not less than 5,000 pounds, contractors' equipment, farm equipment, boats, storage tanks, structural steel, concrete culverts, iron and steel pipe of 12 inches and over, piling and poles, from Jacksonville to points not served by either rail or motor carriers with the privilege of transporting said articles back to Jacksonville; provided further that Wood-Hopkins Contracting Company, Inc., also be permitted to transport the above mentioned and described articles to points served by rail and motor carriers if said rail and motor carriers shall refuse to accept and move such articles to such points after shipments have been offered to said rail and motor carriers.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 12th day of February, 1942.

ORDER NO. 1517,

DOCKETS NOS. 429 AND 326.

IN RE: JOINT APPLICATION OF CLARK MOTOR LINES, INC., AND GEORGIA STAGES, INC., FOR AUTHORITY TO TRANSFER CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 214 FROM CLARK MOTOR LINES, INC., TO GEORGIA STAGES, INC.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 798, this matter came on for hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on Thursday, January 15, 1942, at 10:00 A. M.

H. C. Rowland appeared for applicant.

No one appeared in opposition.

2. Clark Motor Lines, Inc., now owns Certificate of Public Convenience and Necessity No. 214 granted by this Commission and desires to sell and transfer the same to Georgia Stages, Inc. The sale and transfer of this Certificate has already been approved by the Interstate Commerce Commission in Docket No. MC-F-1543, dated November 15, 1941.

3. It appears that Clark Motor Lines, Inc., has complied with the law and the rules of this Commission in filing its application for transfer of Certificate; has prepared its Annual Report up to and including date of sale for filing with this Commission and has paid all mileage taxes and other obligations to the State. It further appears that Georgia

Stages, Inc., has complied with the law and further assumes the payment of outstanding C. O. D's that may be due by Clark Motor Lines, and is ready to take over and operate the same schedules now maintained by Clark Motor Lines, Inc.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the joint application of Clark Motor Lines, Inc., and Georgia Stages, Inc., for approval of the sale and transfer of certificate of Public Convenience and Necessity No. 214, authorizing bus operations over the following route:

Beginning at a point on the Chattahoochee River known as Neel's Landing, over State Road No. 90 through Bascom, Florida, to a point one-half mile North of the town of Greenwood where State Road No. 90 intersects State Road No. 141; thence through Greenwood over State Road 141 to a point approximately one mile east of the City of Marianna, Florida, where State Road 141 intersects State Highway No. 1; thence over State Road No. 1 into Marianna,

to Georgia Stages, Inc., be and the same is hereby **APPROVED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 15th day of January, 1942.

DOCKET NO. 1516,

ORDER NO. 100-138.

IN RE: APPLICATION OF ST. ANDREWS BAY TRANSPORTATION COMPANY OF DOTHAN, ALABAMA, FOR AN EXTENSION OF ITS CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY TO OPERATE OVER FLORIDA HIGHWAY 165 FROM GRACEVILLE VIA NOMA TO THE JUNCTION OF FLORIDA HIGHWAY NO. 39; THENCE OVER FLORIDA HIGHWAY 39 TO ESTO, FLORIDA; THENCE RETURNING OVER FLORIDA HIGHWAY 39 THROUGH BONIFAY, AND VERNON TO EBRO TRANSPORTING PASSENGERS, BAGGAGE, MAIL, NEWSPAPERS AND LIGHT EXPRESS.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 798 dated December 23, 1941, this matter came on for formal hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on Thursday, January 15, 1942.

H. H. Simms appeared for applicant.

R. W. Ashmore, Jr., appeared for Ashmore Coach Line.

2. It appears from the record of the Commissioners and the evidence in this case that under Certificate of Public Convenience and Necessity No. 233, dated February 25, 1941, R. R. Ashmore, Jr., doing business as Ashmore Coach Line, is now operating over this route. That an agreement had been entered into by and between Ashmore Coach Line and St. Andrews Bay Transportation Company by which the Certificate of Ashmore Coach Line was to be sold and transferred to St. Andrews Bay Transportation Company. It further appears, however, that by reason of the modification of the Interstate Commerce Act it was impractical to secure the approval of that Commission for this transfer and for that reason the St. Andrews Bay Transportation Company filed with the Interstate Commerce Commission its application for an original certificate to operate in interstate commerce over this particular route. This interstate authority has been received from the Interstate Commerce Commission and is shown by order in MC-Docket 526—Sub 9. In order to facilitate matters, and to avoid a transfer of Certificate, St. Andrews Bay Transportation Company, with the approval of R. R. Ashmore, Jr., doing business as Ashmore Coach Line, filed its original application with this Commission for authority to operate over this route. A representative of the Ashmore Coach Line appeared at the hearing and testified in behalf of this application and stated that it had the approval of R. R. Ashmore, Jr., doing business as Ashmore Coach Line. This representative of the Ashmore Coach Line further stated that it was ready to surrender its Certificate for cancellation upon the approval by this Commission of this application. It further appears that the same schedules would be operated that are now being operated by Ashmore Coach Line and, in fact, the same vehicle would be operated so that there would be no change in the present operation or in the schedules. St. Andrews Bay Transportation Company also assumed all obligations of the Ashmore Coach Line arising under its operation as a transportation company.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of St. Andrews Bay Transportation Company for an extension of its Certificate of Public Convenience and Necessity authorizing the transportation of passengers, baggage, mail, newspapers and light express over Florida Highway No. 165 from Graceville via Noma to its junction with Florida Highway 39; thence over Florida Highway No. 39 to Esto, Florida, and thence returning via Florida Highway 39 through Bonifay and Vernon to Ebro and return over same route, be and the same is hereby **APPROVED**.

It is further **ORDERED** that Certificate of Public Convenience and Necessity No. 233, heretofore issued to R. R. Ashmore, Jr., doing business as Ashmore Coach Line, be and the same is hereby **CANCELLED** and all authority under said Certificate is hereby **REVOKED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 15th day of January, 1942.

ORDER NO. 1515,

DOCKET NO. 100-121.

IN RE: APPLICATION OF FLORIDA MOTOR LINES CORPORATION FOR AN EXTENSION OF CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 8 TO AUTHORIZE MOTOR BUS COMMON CARRIER OPERATIONS BETWEEN MIAMI BEACH AND WEST PALM BEACH OVER THE BEACH HIGHWAY, STATE ROAD 140, VIA THE BEACHES AT FULFORD, HOLLYWOOD, FORT LAUDERDALE, DEERFIELD, DELRAY BEACH, BOYNTON, LANTANA, LAKE WORTH AND PALM BEACH, WITH CROSSING TO THE MAINLAND AND OPERATIONS OVER STATE ROAD NO. 4 AS CURRENTLY AUTHORIZED TO CONNECTIONS WITH THE BEACH HIGHWAY.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 793, dated November 28, 1941, this matter came on for consideration before the Railroad Commission of the State of Florida at the Court House in Miami, Florida, on January 2, 1942, at 10 o'clock A. M.

A. Y. Milam appeared for the applicant, Florida Motor Lines Corporation.

No one appeared in protest.

2. The applicant now operates many schedules between Miami and Palm Beach and other schedules between Miami Beach and Hollywood Beach. It is the purpose of this applicant to extend its operating authority over State Road 140 from Miami Beach to Palm Beach via the intervening beaches, and also to secure approval for a sightseeing service during certain days of the week on the route between Miami Beach and the Palm Beaches. Due to the fact that Road 140 is not all completed it is necessary at some points to go over to U. S. Highway No. 1, or State Road 4, to make a detour around this uncompleted portion of Highway 140. The proposed operation will start from Miami Beach and it follows north on Washington Avenue to Lincoln Avenue; west on Lincoln Avenue to Collins and thence north on Collins without going up the surf side to what is called Surf Side over Highway No. 140; thence through Sunny Isle, Golden Beach, Hallendale Beach and Hollywood Beach and to the junction of Highway 178 and at that point it is necessary to make a detour so the route will continue west on Highway 178 to Dania; thence up U. S. Highway No. 1 or State Road No. 4 to

Clyde Beatty's Farm north of Fort Lauderdale, and at that point over Highway No. 177 to Highway 140; thence to Boca Raton Inlet, and because this inlet is not bridged at the present time a detour is made to U. S. Highway No. 1; thence over this highway about six-tenths of a mile; thence back to the beach road; thence over Highway 140 through Delray Beach, Gulf Stream, Boynton Beach, Lake Worth Beach and Palm Beach. The total distance of this operation would be 74.5 miles. The applicant proposes to use these detours to the main road only until the bridges are completed which will permit the use of road 140 in its entirety.

The evidence indicates that many requests have been made for the proposed schedules between Miami Beach and Hollywood, and that there has been a like demand for the sightseeing service over the beaches to Palm Beach.

3. The applicant has been operating regular scheduled service between Miami Beach and Hollywood Beach over State Road 140 known as the beach road. The authority for this operation arose from an application of one M. Marks for a Certificate of Public Convenience and Necessity authorizing the transportation of passengers and baggage between Hollywood, Florida, and Miami Beach, Florida. This application was heard on October 2, 1935. At that time Florida Motor Lines, Inc., the predecessor of the present applicant, Florida Motor Lines Corporation, made a tender of this service and offered to furnish whatever service this Commission reasonably found necessary in the interest of the public. The Commission accepted this offer and required the Florida Motor Lines, Inc., to rearrange its schedules so that this territory might be adequately served and to file with the Commission schedules showing such service.

Thereupon the application of M. Marks was by Order No. 799, dated October 13, 1935, denied.

4. At the conclusion of the hearing the Commission granted this application in full from the bench.

5. Since the hearing this Commission has received numerous protests from the various beaches and from officials of Palm Beach County over the granting of this operation to the beaches. These protests have been taken up with the applicant, Florida Motor Lines Corporation, and it has agreed with the officials of Palm Beach County, City of Palm Beach, and other interested persons, that no further effort will be made to secure authority for scheduled operations over State Road 140, being the Ocean Boulevard in Palm Beach County.

6. The Commission has carefully considered this record, and also the protests that it has received with reference to operations over State Road 140, and makes the following findings:

- (a) That it should confirm by this order operating authority in the applicant over State Road 140 between Miami Beach and Hollywood and thence over connecting road to State Road No. 4 on the mainland.
- (b) That this application covered service over State Road 140, Hollywood to Palm Beach, and that there appeared at the hearing no person in opposition to the granting of said application and that the applicant had shown public convenience and necessity for such operation but because of the objections from the Board of County Commissioners of Palm Beach County, the City of Palm Beach and other affected communities, representing that the road would not support bus travel, and because the applicant has agreed that that portion of the route be excluded from the application, the Commission should deny that part of the application but with the reservation of jurisdiction to direct that the service be instituted by the applicant should the sentiment of the communities change or public convenience and necessity require the institution of such service.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the authority granted to Florida Motor Lines, Inc., under Order No. 799, dated October 16, 1935 to serve the territory between Miami Beach and Hollywood, and thence over connecting road to State Road No. 4 on the mainland, be and it is hereby confirmed in its successor, Florida Motor Lines Corporation, and said Florida Motor Lines Corporation is hereby authorized to operate over said Road No. 140 between Miami Beach and Hollywood and over connecting road to State Road No. 4 on the mainland.

It is further **ORDERED** that the application of Florida Motor Lines Corporation for service over State Road No. 140 between Hollywood and Palm Beach be and the same is hereby **DENIED**.

It is further **ORDERED** that jurisdiction of this matter be retained for the purpose of directing the applicant, Florida Motor Lines Corporation, to institute the proposed service over Road 140 from Hollywood to Palm Beach should the various communities later desire such service, or if public convenience and necessity require the institution of such service.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 6th day of January, 1942.

ORDER NO. 1514,

DOCKETS NOS. 714 AND 925.

IN RE: JOINT APPLICATION OF LONG AND CLACK, INC., AND RALEIGH R. HARTSELL AND A. D. HARTSELL, JR., DOING BUSINESS AS HARTSELL BROTHERS, FOR TRANSFER OF THAT CERTAIN CERTIFICATE AUTHORIZED UNDER ORDER NO. 1496 COVERING COMMON CARRIAGE OF PASSENGERS BETWEEN SEBRING, FLORIDA, AND THE UNITED STATES BASIC AIR CORPS TRAINING CENTER.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

Pursuant to Notice No. 793 dated November 28, 1941, this matter came on for hearing before the Railroad Commission at its hearing in the County Court House, Ocala, Florida, on Monday, December 22, 1941.

A. Pickens Coles represented the joint applicants.

A. Y. Milam represented Florida Motor Lines Corporation.

This is a joint application for authority to transfer that certain Certificate of Public Convenience and Necessity authorized under Order No. 1496 covering common carriage of passengers, baggage and light express between Sebring, Florida, and the United States Basic Air Corps Training Center, from Long and Clack, Inc., to Raleigh R. Hartsell and A. D. Hartsell, Jr., doing business as Hartsell Brothers.

The operation authorized under Order No. 1496 provides for the transportation of passengers, baggage, light express and mail by motor bus between the City of Sebring and the United States Basic Air Corps Training Center using the new highway that is now being constructed between said points with an alternate route from the city limits of Sebring over State Road No. 8 to intersection with State Road No. 59; thence over State Road No. 59 to the boundaries of the United States Basic Air Corps Training Center.

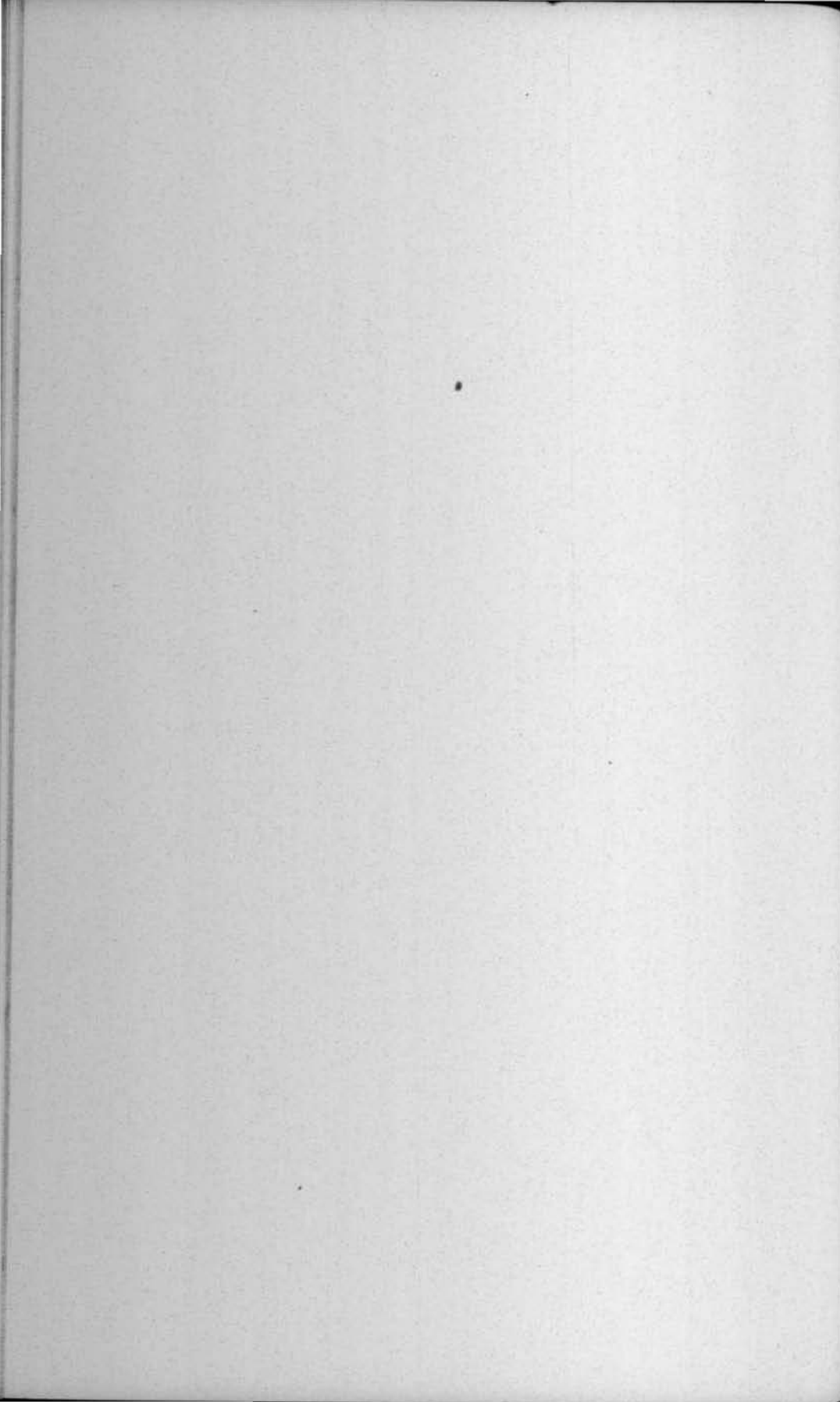
Raleigh R. Hartsell and A. D. Hartsell, Jr., doing business as Hartsell Brothers have shown to the Commission that they are financially able to perform the transportation required by public convenience and necessity as was found to exist under Order No. 1496. Hartsell Brothers have agreed to abide by all rules and regulations promulgated by this Commission governing auto transportation companies and to assume and pay any mileage tax due the State of Florida by Long and Clack, Inc. The Commission is of the opinion that the joint application should be granted.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that that certain

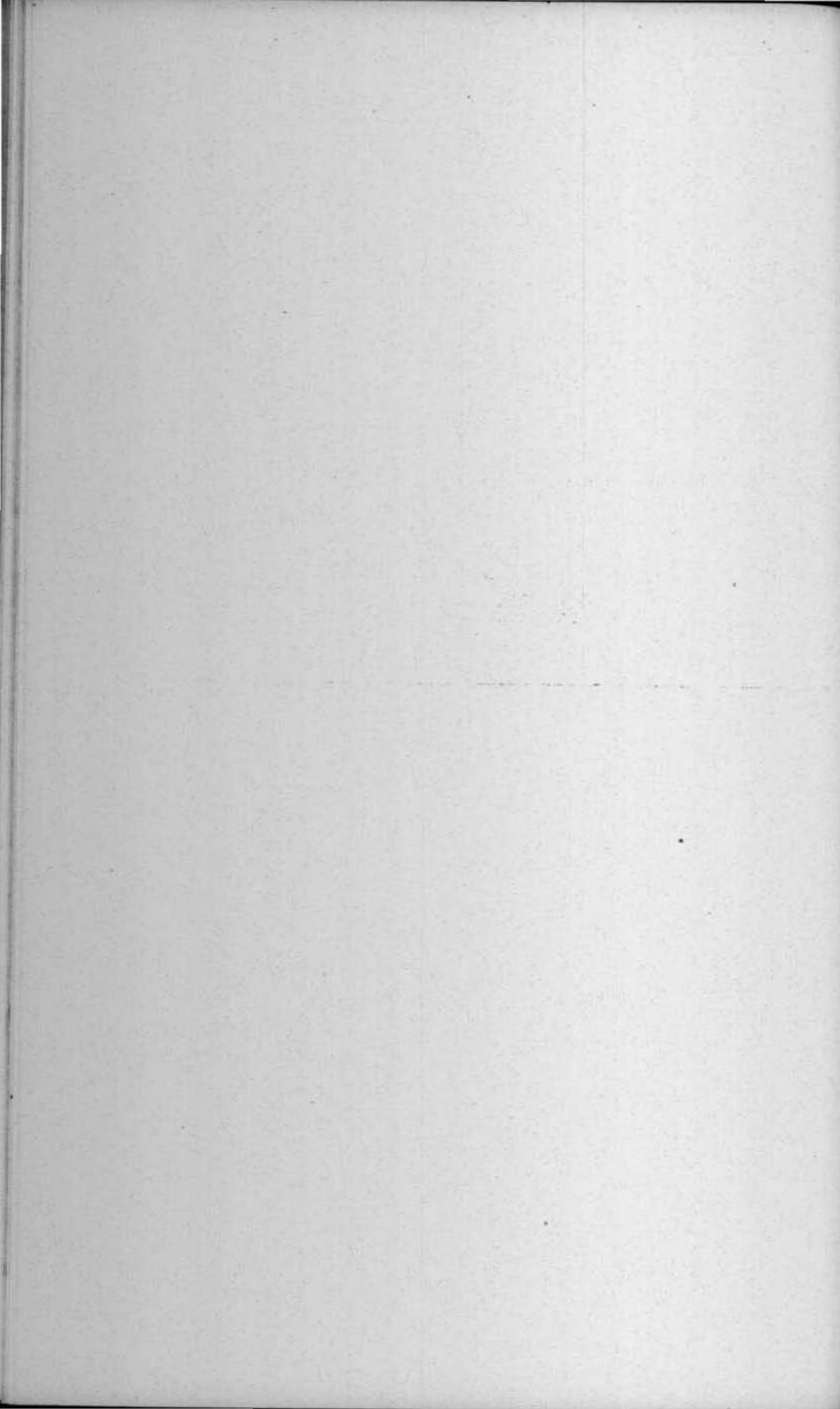
Certificate of Public Convenience and Necessity authorized under Order No. 1496, dated September 18, 1941, be and the same is hereby transferred from Long and Clack, Inc., to Raleigh R. Hartsell and A. D. Hartsell, Jr., doing business as Hartsell Brothers.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 20th day of January, A. D. 1942.

**FINANCIAL AND OPERATING
STATISTICS OF
PUBLIC UTILITIES**



**Steam Operated
Railroads**



STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1941
GENERAL BALANCE SHEET AT DECEMBER 31, 1941

NAME OF ROAD	ASSETS										LIABILITIES									
	Investment in Road and Equipment	Improvements on Leased Property	Deposits in Lieu of Mort- gaged Property	Miscellaneous Physical Property	Investments in Affiliated Companies	Other Investments	Current Assets	Deferred Assets	Unadjusted Debits	Grand Total	Total Stock	Grants in Aid of Construction	Long-term Debt	Current Liabilities	Deferred Liabilities	Unadjusted Credits	Appropriated Surplus	Profit and Loss	Grand Total	
Alabama and Florida Railroad Company.....	\$ 10,424	\$.....	\$.....	\$.....	\$.....	\$.....	\$ 1,696	\$.....	\$.....	\$ 12,120	\$ 10,000	\$.....	\$.....	\$ 3,902	\$.....	\$.....	\$.....	* \$ 1,782	\$ 12,120	
Apalachicola Northern Railroad Company.....	3,076,534	.....	.....	12	100	1	233,437	1,750	44,797	3,356,631	1,000,000	.....	2,465,262	162,942	2,271,773	86,938	2,748	* 2,633,032	3,356,631
Atlanta & St. Andrews Bay Railroad Company...	2,672,989	.....	.....	202,706	91,799	4,800	598,641	7,707	113,271	3,691,913	600,000	2,630	1,147,000	469,290	140,156	137,327	9,302	1,186,208	3,691,913
Atlantic Coast Line Railroad Company.....	276,881,255	515,213	41,756	2,155,950	77,989,952	343,425	25,060,460	3,241,099	7,813,722	394,042,832	87,376,389	1,251,067	158,261,100	13,466,924	1,224,500	35,283,614	6,862,498	90,316,740	394,042,832	
Florida East Coast Railway Company.....	81,124,858	19,985	21,919	318,817	1,826,752	52,338	5,248,520	50,836,359	2,232,092	141,681,620	37,500,000	113,518	59,892,000	2,554,047	75,560,526	7,789,392	905,952	* 42,633,815	141,681,620	
Georgia and Florida Railroad.....	19,941,160	101,600	500	156,897	242,706	1	393,028	3,576	637,369	21,476,837	13,382,441	3,142	8,571,721	1,751,739	6,433,633	621,008	14,652	* 9,301,499	21,476,837	
Georgia Southern & Florida Railway Company...	14,972,602	3,917	.....	16,089	119,120	.....	871,416	6,856	82,250	16,072,250	3,768,000	3,094	7,477,884	871,780	833,301	1,374,983	46,304	1,696,904	16,072,250
Jacksonville, Gainesville & Gulf Railway.....	368,775	.....	20,140	8,012	.....	.....	50,654	289	21,154	469,024	5,000	.....	587,859	6,023	303,750	26,592	32	* 460,232	469,024
Jacksonville Terminal Company.....	4,763,089	.....	.....	120,878	.....	.....	583,039	105	4,236	5,471,347	375,200	.....	4,141,610	632,643	130	74,946	35,427	211,651	5,471,347
Live Oak, Perry & Gulf Railroad Company.....	1,293,781	.....	.....	19,455	674	10,000	88,416	972	1,359	1,414,657	600,000	53	.....	19,614	.....	1,149,075	778,052	* 1,132,137	1,414,657
Louisville & Nashville Railroad Company.....	459,683,723	2,369,206	(1) 1,747,045	2,796,407	24,824,521	5,286,059	55,415,815	10,280,758	2,002,481	564,406,015	117,012,117	1,099,977	228,059,602	22,524,745	5,364,321	100,581,055	3,588,270	86,175,928	564,406,015	
St. Johns River Terminal Company.....	2,360,093	.....	.....	2,566	1,055	.....	237,316	3,756	798	2,605,584	100,000	59,076	1,748,642	143,516	84,193	65,879	55,602	348,676	2,605,584
St. Louis-San Francisco Railway Company.....	407,478,413	.....	635,283	696,201	22,519,762	11,530,163	23,415,489	913,102	7,343,980	474,532,393	114,701,526	837,061	284,850,149	7,412,738	110,534,257	50,471,558	1,320,724	* 95,635,620	474,532,393
Seaboard Air Line Railway Company.....	267,869,465	2,710,315	.....	3,930,042	27,521,938	2,048,090	19,385,818	547,807	2,129,912	326,251,935	85,110,662	20,531	187,246,631	9,794,837	86,502,720	39,852,577	985,571	* 83,261,594	326,251,935
Tampa Northern Railroad Company.....	2,481,576	.....	108,548	.....	11,107	.....	83,543	1,801	1,102,901	3,680,928	750,000	.....	2,967,901	42,282	867,816	1,223	45,482	* 993,776	3,680,928
Tampa Union Station Company.....	277,802	.....	.....	.....	.....	.....	23,172	.....	386	301,360	30,000	.....	251,270	16,329	.....	917	.....	2,844	301,360
Tavares & Gulf Railroad Company.....	748,527	.....	.....	918	266	.....	146,032	605	2,484	898,832	298,200	204	425,000	19,045	.....	16,496	4,097	115,790	898,832
The Marianna & Blountstown Railroad Company...	247,337	.....	.....	.....	1,500	.....	25,590	.....	141	274,568	120,000	.....	152,464	7,213	54,100	26,784	1,127	* 87,120	274,568
The South Georgia Railway Company.....	631,338	.....	.....	17,382	484	9,058	39,529	.....	395	698,186	604,800	.....	.....	10,182	.....	81,024	.....	2,180	698,186
Trans-Florida Central Railroad Company.....	97,761	.....	.....	.....	.....	.....	1,629	.....	.....	99,390	120,163	.....	.....	3,517	.....	5,139	.....	* 29,429	99,390
Total.....	\$1,546,981,502	\$ 5,720,236	\$ 2,575,191	\$ 10,442,332	\$155,151,736	\$ 19,283,935	\$131,903,240	\$ 65,846,542	\$ 23,533,708	\$1,961,438,422	\$463,464,498	\$ 3,390,353	\$948,286,095	\$ 59,913,308	\$290,174,916	\$237,646,527	\$ 14,655,840	* 56,093,115	\$1,961,438,422	

* Indicates debit item or deficit.

(1) Includes \$1,638,362 Sinking Funds.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1941
PROFIT AND LOSS ACCOUNT—ENTIRE COMPANY

NAME OF ROAD	Balance at Beginning of Year	Balance Transferred from Income	Miscellaneous and Other Credits	Appropriations of Surplus	Miscellaneous and Other Debits	Balance at Close of Year
Alabama and Florida Railroad Company.....	* \$ 2,118	\$ 336	\$	\$	\$	* \$ 1,782
Apalachicola Northern Railroad Company.....	* 2,717,351	79,962	166	85	4,276	* 2,633,032
Atlanta & St. Andrews Bay Railway Company.....	907,475	279,654	486	.....	1,407	1,186,208
Atlantic Coast Line Railroad Company.....	81,407,705	11,098,048	70,715	1,252,583	1,007,145	90,316,740
Florida East Coast Railway Company.....	* 41,141,800	* 1,290,779	10,990	328	211,898	* 42,633,815
Georgia and Florida Railroad.....	* 8,777,961	* 521,119	18	@	2,437	* 9,301,499
Georgia Southern & Florida Railway Company.....	1,522,049	168,901	25,085	* 47	19,178	1,696,904
Jacksonville, Gainesville & Gulf Railway.....	* 437,268	* 31,249	.....	.....	8,285	* 460,232
Jacksonville Terminal Company.....	213,614	.....	1,517	1,517	1,963	211,651
Live Oak, Perry & Gulf Railroad Company.....	* 1,042,562	66,866	387	27,000	129,828	* 1,132,137
Louisville & Nashville Railroad Company.....	76,682,592	19,475,250	* 56,995	8,211,897	1,713,022	86,175,928
St. Johns River Terminal Company.....	267,822	80,398	456	.....	.....	348,676
St. Louis-San Francisco Railway Company.....	* 93,987,758	* 523,230	13,243	11,456	1,126,419	* 95,635,620
Seaboard Air Line Railway Company.....	* 82,749,243	1,181,070	28,014	12,353	1,709,082	* 83,261,594
Tampa Northern Railroad Company.....	* 1,039,532	52,004	60	60	6,248	* 993,776
Tampa Union Station Company.....	2,844	1,200	.....	1,200	.....	2,844
Tavares & Gulf Railroad Company.....	135,948	1,170	123	123	1,328	135,790
The Marianna & Blountstown Railroad Company.....	* 142,307	* 13	80,900	.....	25,700	* 87,120
The South Georgia Railway Company.....	* 13,033	14,222	1,232	.....	241	* 2,180
Trans-Florida Central Railroad Company.....	* 29,500	71	.....	.....	.....	* 29,429
Total.....	* \$ 70,940,384	\$ 30,132,762	\$ 176,397	\$ 9,518,555	\$ 5,943,335	* \$ 56,093,115

* Indicates debit item or deficit.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1941
OPERATING REVENUES—ENTIRE COMPANY

NAME OF ROAD	Freight	Passenger	Excess Baggage	Mail	Express	Switching	All Other	Total
Alabama and Florida Railroad Company.....	\$ 14,705	\$ 3	\$	\$ 3,263	\$ 137	\$	\$ 96	\$ 18,204
Apalachicola Northern Railroad Company.....	566,641	3,996	1	18,923	4,517	2,053	10,721	606,852
Atlanta & St. Andrews Bay Railway Company.....	1,285,282	3,037	5	14,571	7,162	4,473	2,589	1,317,119
Atlantic Coast Line Railroad Company.....	49,826,243	11,817,851	43,761	1,525,329	1,550,259	390,461	2,250,348	67,404,252
Florida East Coast Railway Company.....	6,485,813	3,713,076	22,531	351,450	329,169	13,593	583,489	11,499,121
Georgia and Florida Railroad.....	1,572,147	20,897	5	26,227	6,606	6,542	12,335	1,644,759
Georgia Southern & Florida Railway Company.....	2,637,131	565,134	1,095	144,257	39,232	114,278	93,284	3,594,411
Jacksonville, Gainesville & Gulf Railway.....	24,109	.....	.....	.....	81	21,242	399	45,831
Jacksonville Terminal Company.....	(A).....	.....	.....	.....	.....	.....	.....	.....
Live Oak, Perry & Gulf Railroad Company.....	224,862	1,520	.....	8,154	1,593	61	2,225	238,415
Louisville & Nashville Railroad Company.....	104,063,091	8,976,429	34,442	2,222,170	1,641,365	1,100,793	1,531,282	119,569,572
St. Johns River Terminal Company.....	.....	.....	.....	.....	.....	452,786	9,119	461,905
St. Louis-San Francisco Railway Company.....	49,756,213	4,900,875	12,817	1,426,691	739,911	1,322,432	1,167,221	59,326,160
Seaboard Air Line Railway Company.....	48,476,540	11,026,177	36,631	1,373,686	1,150,562	499,329	2,045,978	64,608,903
Tampa Northern Railroad Company.....	.....	.....	.....	.....	.....	120,274	.....	120,274
Tampa Union Station Company.....	(A).....	.....	.....	.....	.....	.....	.....	.....
Tavares & Gulf Railroad Company.....	110,689	.....	.....	.....	864	281	340	112,174
The Marianna & Blountstown Railroad Company.....	45,977	.....	.....	3,038	1,178	12	103	50,308
The South Georgia Railway Company.....	117,585	3,640	.....	8,550	376	831	1,164	132,146
Trans-Florida Central Railroad Company.....	2,914	22	.....	1,275	.....	.....	1,008	5,219
Total.....	\$265,209,942	\$ 41,032,657	\$ 151,288	\$7,127,584	\$5,473,012	\$4,049,441	\$7,711,701	\$330,755,625

(A) Indicates not applicable.

STATISTICS OF RAILROAD COMPANIES — CALENDAR YEAR 1941

INCOME ACCOUNT—ENTIRE COMPANY

NAME OF ROAD	Railway Operating Revenues	Railway Operating Expenses	Net Revenue from Railway Operations	Railway Tax Accruals	Railway Operating Income	Net Rents	Net Railway Operating Income	Other Income	Total Income	Miscellaneous Deductions from Income	Income Avail- able for Fixed Charges	Fixed Charges	Contingent Charges	Net Income	Income Applied to Funds and Appropriated for Other Purposes	Income Balance Transferred to Profit & Loss
Alabama and Florida Railroad Company.....	\$ 18,204	\$ 14,629	\$ 3,575	\$ 1,226	\$ 2,349	* \$ 827	\$ 1,522	\$	\$ 1,522	\$ 1,111	\$ 411	\$ 75	\$	\$ 336	\$	\$ 336
Apalachicola Northern Railroad Company.....	606,852	392,058	214,794	97,346	117,448	* 20,001	97,447	304	97,751	112	97,639	17,677	.....	79,962	.....	79,962
Atlanta & St. Andrews Bay Railway Company.....	1,317,119	585,714	731,405	268,249	463,156	* 87,965	375,191	9,877	385,068	6,300	378,768	99,114	.....	279,654	.....	279,654
Atlantic Coast Line Railroad Company.....	67,404,252	46,859,449	20,544,803	7,650,000	12,894,803	* 1,813,850	11,080,953	7,380,388	18,461,341	908,200	17,553,141	6,415,265	5,404	11,132,472	34,424	11,098,048
Florida East Coast Railway Company.....	11,499,121	8,653,013	2,846,108	719,097	2,127,011	* 546,484	1,580,527	71,571	1,652,098	50,134	1,601,964	2,892,578	.....	* 1,290,614	165	* 1,290,779
Georgia and Florida Railroad.....	1,644,759	1,246,847	397,912	102,831	295,081	* 102,745	192,336	20,222	212,558	2,544	210,014	731,133	.....	* 521,119	.....	* 521,119
Georgia Southern & Florida Railway Company.....	3,594,411	2,544,321	1,050,090	246,621	803,469	* 279,180	524,289	7,572	531,861	2,834	529,027	360,126	.....	168,901	.....	168,901
Jacksonville, Gainesville & Gulf Railway.....	45,831	39,997	5,834	3,891	1,943	* 2,334	391	929	538	38	500	31,749	.....	* 31,249	.....	* 31,249
Jacksonville Terminal Company.....	.....	.....	.....	54,435	54,435	246,951	192,516	31,050	223,566	8,624	214,942	214,942	.....	.....	.....	.....
Live Oak, Perry & Gulf Railroad Company.....	238,415	137,976	100,439	20,902	79,537	* 12,984	66,553	944	67,497	243	67,254	388	.....	66,866	.....	66,866
Louisville & Nashville Railroad Company.....	119,569,572	78,076,815	41,492,757	18,212,127	23,280,630	* 2,267,593	25,548,223	3,091,636	28,639,859	82,574	28,557,285	9,082,035	.....	19,475,250	.....	19,475,250
St. Johns River Terminal Company.....	461,905	262,586	199,319	90,087	109,232	* 7,735	101,497	60,286	161,783	70	161,713	81,315	.....	80,398	.....	80,398
St. Louis-San Francisco Railway Company.....	59,326,160	43,457,272	15,868,888	4,122,271	11,746,617	* 250,734	11,997,351	242,771	12,240,122	68,168	12,171,954	12,695,184	.....	* 523,230	.....	* 523,230
Seaboard Air Line Railway Company.....	64,608,903	48,800,722	15,808,181	3,862,311	11,945,870	* 1,838,966	10,106,904	504,395	10,611,359	18,894	10,592,465	9,411,395	.....	1,181,070	.....	1,181,070
Tampa Northern Railroad Company.....	120,274	49,004	71,270	20,676	50,594	* 10,885	39,649	106,061	145,710	653	145,057	93,053	.....	52,654	.....	52,654
Tampa Union Station Company.....	.....	.....	.....	6,482	6,482	* 15,763	9,281	2,182	11,463	77	11,386	10,186	.....	1,200	.....	1,200
Tavares & Gulf Railroad Company.....	112,174	78,237	33,937	5,616	28,321	* 15,627	12,699	1,094	13,793	128	13,665	12,751	.....	1,170	.....	1,170
The Marianna & Blountstown Railroad Company.....	50,308	40,492	9,816	1,943	7,873	* 1,525	6,348	276	6,624	37	6,587	6,600	.....	13	.....	13
The South Georgia Railway Company.....	132,146	88,223	43,923	11,413	32,510	* 10,018	22,492	858	23,350	30	23,320	9,098	.....	14,222	.....	14,222
Trans-Florida Central Railroad Company.....	5,219	4,248	971	900	71	.....	71	.....	71	.....	71	.....	.....	71	.....	71
Total.....	\$330,755,625	\$231,331,663	\$ 99,423,962	\$ 35,498,424	\$ 63,925,538	* \$ 1,970,020	\$ 61,955,518	\$ 11,532,416	\$ 73,487,934	\$ 1,150,515	\$ 72,337,419	\$ 42,164,664	\$ 5,404	\$ 30,167,351	\$ 34,589	\$ 30,132,762

* Indicates debit item or deficit.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1941
OPERATING EXPENSES—ENTIRE COMPANY

NAME OF ROAD	Maintenance of Way & Structures	Maintenance of Equipment	Traffic Expenses	Transportation Expenses	Miscellaneous Operations	General Expenses	Transportation for Investment Credit	Total Operating Expenses
Alabama and Florida Railroad Company.....	\$ 2,714	\$ 2,097	\$ 647	\$ 6,053	\$.....	\$ 3,118	\$.....	\$ 14,629
Apalachicola Northern Railroad Company.....	195,567	57,687	9,721	110,867	.....	18,216	.....	392,058
Atlanta & St. Andrews Bay Railway Company.....	128,284	102,438	52,489	251,908	.....	56,076	5,481	585,714
Atlantic Coast Line Railroad Company.....	5,909,763	12,245,257	2,041,062	23,938,837	967,912	1,887,894	131,276	46,859,449
Florida East Coast Railway Company.....	1,567,269	2,048,088	165,174	3,901,264	321,986	483,446	34,214	8,653,013
Georgia and Florida Railroad.....	313,782	213,498	110,192	537,540	.....	72,238	403	1,246,847
Georgia Southern & Florida Railway Company.....	510,985	577,388	28,658	1,318,788	61,130	47,372	.....	2,544,321
Jacksonville, Gainesville & Gulf Railway.....	16,228	4,604	909	14,713	.....	3,543	.....	39,997
Jacksonville Terminal Company.....	(A).....	.....	.....	.....	.....	.....	.....	.....
Live Oak, Perry & Gulf Railroad Company.....	44,016	15,000	5,840	52,545	.....	20,575	.....	137,976
Louisville & Nashville Railroad Company.....	11,719,134	23,358,293	2,230,452	37,247,504	614,158	2,951,922	44,648	78,076,815
St. Johns River Terminal Company.....	39,029	44,248	.....	175,016	.....	4,293	.....	262,586
St. Louis-San Francisco Railway Company.....	7,086,358	11,633,077	1,499,065	21,039,440	430,482	1,904,604	135,754	43,457,272
Seaboard Air Line Railway Company.....	8,523,886	12,252,878	2,285,734	22,746,425	1,187,021	1,880,678	75,900	48,800,722
Tampa Northern Railroad Company.....	15,658	2,636	865	26,529	.....	3,376	.....	49,064
Tampa Union Station Company.....	(A).....	.....	.....	.....	.....	.....	.....	.....
Tavares & Gulf Railroad Company.....	24,526	7,667	1,875	39,321	.....	4,848	.....	78,237
The Marianna & Blountstown Railroad Company.....	14,306	6,690	2,573	13,755	.....	3,168	.....	40,492
The South Georgia Railway Company.....	28,632	11,941	3,532	38,173	.....	5,945	.....	88,223
Trans-Florida Central Railroad Company.....	1,989	73	.....	1,341	.....	845	.....	4,248
Total.....	\$ 36,142,126	\$ 62,583,560	\$8,638,788	\$111,460,019	\$3,582,689	\$9,352,147	\$ 427,676	\$231,331,663

(A) Indicates not applicable.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1941
MILEAGE OPERATED—ENTIRE COMPANY

NAME OF ROAD	Miles of Road	Miles of Second Main Tracks	Miles of Passing Tracks, Cross-Overs & Turn-Outs	Miles of Way Switching Tracks	Miles of Yard Switching Tracks	Total
Alabama and Florida Railroad Company.....	29.00				1.07	30.07
Apalachicola Northern Railroad Company.....	99.12			12.56		111.68
Atlanta & St. Andrews Bay Railway Company.....	82.00			7.52	17.82	107.34
Atlantic Coast Line Railroad Company.....	5,010.07	688.82	337.48	376.10	802.58	7,215.05
Florida East Coast Railway Company.....	684.90	326.91	166.11	68.71	180.73	1,427.36
Georgia and Florida Railroad.....	(3) 407.88		9.27	54.24	9.12	480.51
Georgia Southern & Florida Railway Company.....	397.95	8.64	40.25	35.61	70.96	553.41
Jacksonville, Gainesville & Gulf Railway.....	36.31		2.84	2.74		41.89
Jacksonville Terminal Company.....					51.78	51.78
Live Oak, Perry & Gulf Railroad Company.....	77.00			11.70		88.70
Louisville & Nashville Railroad Company.....	4,803.04	(2) 562.70	735.96	691.38	1,248.31	8,041.39
St. Johns River Terminal Company.....					54.92	54.92
St. Louis-San Francisco Railway Company.....	4,765.84	140.44	567.59	531.00	659.43	6,664.30
Seaboard Air Line Railway Company.....	4,307.26	63.76	534.81	466.76	428.88	5,801.47
Tampa Northern Railroad Company.....					7.43	7.43
Tampa Union Station Company.....	(1)					
Tavares & Gulf Railroad Company.....	37.71		1.95	3.20		42.86
The Marianna & Blountstown Railroad Company.....	29.00				4.75	33.75
The South Georgia Railway Company.....	77.48			11.62		89.10
Trans-Florida Central Railroad Company.....	10.79				2.01	12.80
Total.....	20,855.35	1,791.27	2,396.26	2,273.14	3,539.79	30,855.81

(1) Tracks operated jointly by railroad entering Tampa.

(2) Includes 2.05 miles of all other main tracks.

(3) Includes Statesboro Northern Railway.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1941
RAIL-LINE OPERATIONS—ENTIRE COMPANY

NAME OF ROAD	Total Revenue Passengers Carried	Average Miles Passengers Carried	Average Revenue Per Passenger Carried	Total Tons Revenue Freight Hauled	Average Miles Per Ton Hauled	Average Revenue per Ton Hauled
Alabama and Florida Railroad Company.....	13	14.15	\$.23	6,935	26.61	\$ 2.12
Apalachicola Northern Railroad Company.....	7,175	32.50	.56	608,248	89.54	.93
Atlanta & St. Andrews Bay Railway Company.....	7,146	42.19	.42	1,519,442	71.56	.85
Atlantic Coast Line Railroad Company.....	2,816,574	246.13	4.20	24,949,147	174.40	2.00
Florida East Coast Railway Company.....	741,983	292.61	5.00	1,822,002	231.70	3.56
Georgia and Florida Railroad.....	47,189	27.72	.44	1,479,280	95.31	1.06
Georgia Southern & Florida Railway Company.....	179,625	177.56	3.15	2,009,375	140.81	1.31
Jacksonville, Gainesville & Gulf Railway.....				35,843	20.14	.67
Jacksonville Terminal Company.....	(A)					
Live Oak, Perry & Gulf Railroad Company.....	5,325	14.50	.29	298,924	36.50	.75
Louisville & Nashville Railroad Company.....	3,589,198	146.54	2.50	58,504,412	221.70	1.78
St. Johns River Terminal Company.....	(A)					
St. Louis-San Francisco Railway Company.....	1,250,751	192.07	3.92	21,080,269	236.48	2.36
Seaboard Air Line Railway Company.....	2,203,872	289.20	5.00	24,658,800	191.89	1.97
Tampa Northern Railroad Company.....	(A)					
Tampa Union Station Company.....	(A)					
Tavares & Gulf Railroad Company.....				65,889	28.59	1.68
The Marianna & Blountstown Railroad Company.....				63,205	23.20	.73
The South Georgia Railway Company.....	8,596	20.66	.42	162,153	35.20	.72
Trans-Florida Central Railroad Company.....	110	10.79	.20	4,186	10.79	.70

(A) Indicates not applicable.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1941
INVESTMENT IN ROAD AND EQUIPMENT—STATE OF FLORIDA

NAME OF ROAD	Miles of Road Owned Florida	Expenditures for Road	Expenditures for Equipment	General Expenditures	Unassigned Expenditures	Total Expenditures
Alabama and Florida Railroad Company.....	9.91	\$ 2,859	\$ 1,180	\$ 10	\$.....	\$ 4,049
Apalachicola Northern Railroad Company.....	98.68	2,870,345	206,189	.....	.....	3,076,534
Atlanta & St. Andrews Bay Railroad Company.....	66.00	794,965	321,483	.....	1,070,419	2,186,867
Atlantic Coast Line Railroad Company.....	1,802.83	24,996,459	17,874,438	22,905	49,279,075	92,172,877
Florida East Coast Railway Company.....	679.00	51,809,768	13,402,680	2,834,560	13,097,835	81,144,843
Georgia and Florida Railroad.....	12.71	171,689	34,391	178	.....	205,902
Georgia Southern & Florida Railway Company.....	152.90	4,159,747	1,020,581	1,567	.....	5,181,895
Jacksonville, Gainesville & Gulf Railway.....	36.31	356,185	7,791	4,799	.....	368,775
Jacksonville Terminal Company.....	40.67	4,312,541	268,626	181,922	.....	4,763,089
Live Oak, Perry & Gulf Railroad Company.....	76.00	1,250,478	43,303	.....	.....	1,293,781
Louisville & Nashville Railroad Company.....	241.79	2,004	2,981,142	715	7,786,110	10,769,971
St. Johns River Terminal Company.....	41.14	2,169,370	184,102	6,621	.....	2,360,093
St. Louis-San Francisco Railway Company.....	47.53	642,331	392,492	14,346	.....	1,049,169
Seaboard Air Line Railway Company.....	914.42	53,593,791	17,574,869	164,884	.....	71,333,544
Tampa Northern Railroad Company.....	72.84	2,359,120	.....	122,456	.....	2,481,576
Tampa Union Station Company.....	2.07	260,201	.....	17,601	.....	277,802
Tavares & Gulf Railroad Company.....	34.32	691,348	18,849	38,330	.....	748,527
The Marianna & Blountstown Railroad Company.....	29.00	218,531	24,650	4,156	.....	247,337
The South Georgia Railway Company.....	40.49	289,366	23,503	2,905	.....	315,774
Trans-Florida Central Railroad Company.....	16.04	92,946	1,055	3,760	.....	97,761
Total.....	4,414.65	\$ 151,044,044	\$ 54,381,324	\$ 3,421,359	\$ 71,233,439	\$ 280,080,166

* Indicates credit item.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1941
OPERATING REVENUES—STATE OF FLORIDA

NAME OF ROAD	Freight	Passenger	Excess Baggage	Mail	Express	Switching	All Other	Total Revenue
Alabama and Florida Railroad Company.....	\$ 3,819	\$.....	\$.....	\$ 1,116	\$ 43	\$.....	\$ 32	\$ 5,010
Apalachicola Northern Railroad Company.....	566,641	3,996	1	18,923	4,517	2,053	10,721	606,852
Atlanta & St. Andrews Bay Railway Company.....	1,073,725	2,444	4	11,728	5,765	3,981	1,898	1,099,545
Atlantic Coast Line Railroad Company.....	11,516,502	1,496,814	11,376	385,359	627,673	100,308	956,006	15,094,038
Florida East Coast Railway Company.....	6,485,813	3,713,076	22,531	351,450	329,169	13,593	583,489	11,499,121
Georgia and Florida Railroad.....	29,158	296	.....	270	76	50	287	30,137
Georgia Southern & Florida Railway Company.....	510,142	132,123	231	30,034	8,393	110,825	30,237	821,985
Jacksonville, Gainesville & Gulf Railway.....	24,109	.....	.....	.....	81	21,242	399	45,831
Jacksonville Terminal Company..... (A)	.....	.....	.....	.....	.....	.....	.....	.....
Live Oak, Perry & Gulf Railroad Company.....	224,862	1,520	.....	8,154	1,593	61	2,225	238,415
Louisville & Nashville Railroad Company.....	1,431,262	324,823	1,585	66,438	60,272	14,669	131,309	2,030,358
St. Johns River Terminal Company.....	.....	.....	.....	.....	.....	452,786	9,119	461,905
St. Louis-San Francisco Railway Company.....	154,945	8,215	20	5,837	3,030	54,515	20,114	246,676
Seaboard Air Line Railway Company.....	12,890,992	3,002,749	14,312	343,365	449,464	168,404	1,026,120	17,895,406
Tampa Northern Railroad Company.....	.....	.....	.....	.....	.....	120,274	.....	120,274
Tampa Union Station Company..... (A)	.....	.....	.....	.....	.....	.....	.....	.....
Tavares & Gulf Railroad Company.....	110,689	.....	.....	.....	864	281	340	112,174
The Marianna & Blountstown Railroad Company.....	45,977	.....	.....	3,038	1,178	12	103	50,308
The South Georgia Railway Company.....	60,856	1,777	.....	4,554	203	758	183	68,331
Trans-Florida Central Railroad Company.....	2,914	22	.....	1,275	.....	.....	1,008	5,219
Total.....	\$ 35,132,406	\$8,687,855	\$ 50,060	\$1,231,541	\$1,492,321	\$ 1,063,812	\$2,773,590	\$ 50,431,585

(A) Indicates not applicable.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1941
OPERATING EXPENSES—STATE OF FLORIDA

NAME OF ROAD	Maintenance of Way and Structures	Maintenance of Equipment	Traffic Expenses	Transporta- tion Expenses	Miscellaneous Operations	General Expenses	Transporta- tion for Investment Credit	Total Operating Expenses
Alabama and Florida Railroad Company.....	\$ 928	\$ 717	\$ 221	\$ 2,070	\$.....	\$ 1,067	\$.....	\$ 5,003
Apalachicola Northern Railroad Company.....	195,567	57,687	9,721	110,867	.....	18,216	.....	392,058
Atlanta & St. Andrews Bay Railway Company.....	103,256	82,452	42,248	202,761	.....	45,136	4,412	471,441
Atlantic Coast Line Railroad Company.....	1,297,845	2,662,032	447,018	5,236,499	166,026	420,343	31,560	10,198,203
Florida East Coast Railway Company.....	1,567,269	2,048,088	365,174	3,901,264	321,986	483,446	34,214	8,653,013
Georgia and Florida Railroad.....	8,809	3,336	1,008	14,892	.....	1,670	21	29,694
Georgia Southern & Florida Railway Company.....	156,229	112,824	5,414	355,037	12,846	11,643	.....	653,993
Jacksonville, Gainesville & Gulf Railway.....	16,228	4,604	909	14,713	.....	3,543	.....	39,997
Jacksonville Terminal Company.....	(4.)	.....	.....	.....	.....	.....	.....	.....
Live Oak, Perry & Gulf Railroad Company.....	44,016	15,000	5,840	52,545	.....	20,575	.....	137,976
Louisville & Nashville Railroad Company.....	464,439	521,635	44,258	1,040,069	36,872	81,805	1,843	2,187,235
St. Johns River Terminal Company.....	39,029	44,248	.....	175,016	.....	4,293	.....	262,586
St. Louis-San Francisco Railway Company.....	29,763	48,860	6,296	88,365	1,808	7,999	570	182,521
Seaboard Air Line Railway Company.....	2,360,946	3,393,803	633,103	6,300,304	328,781	520,910	21,023	13,516,824
Tampa Northern Railroad Company.....	15,658	2,636	865	26,529	.....	3,376	.....	49,064
Tampa Union Station Company.....	(4.)	.....	.....	.....	.....	.....	.....	.....
Tavares & Gulf Railroad Company.....	24,526	7,667	1,875	39,321	.....	4,848	.....	78,237
The Marianna & Blountstown Railroad Company.....	14,306	6,690	2,573	13,755	.....	3,168	.....	40,492
The South Georgia Railway Company.....	15,175	6,329	1,872	20,232	.....	3,151	.....	46,759
Trans-Florida Central Railroad Company.....	1,989	73	.....	1,341	.....	845	.....	4,248
Total.....	\$ 6,355,978	\$ 9,018,681	\$1,568,395	\$ 17,595,580	\$ 868,319	\$1,636,034	\$ 93,643	\$ 36,949,344

(4.) Indicates not applicable.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1941
MILEAGE OPERATED (Exclusive of Yard Tracks)—STATE OF FLORIDA

NAME OF ROAD	Line Owned —Main Line	Line Owned —Branches and Spurs	Lines of Proprietary Companies	Lines Operated under Lease	Lines Operated under Contract	Lines Operated under Track- age Rights	Total Mileage Operated	New Lines Constructed During Year
Alabama and Florida Railroad Company.....	9.91						9.91	
Apalachicola Northern Railroad Company.....	95.62	3.06				.44	99.12	
Atlanta & St. Andrews Bay Railway Company.....	66.00						66.00	
Atlantic Coast Line Railroad Company.....	1,081.18	716.02	161.73	14.75		9.85	1,983.53	.83
Florida East Coast Railway Company.....	425.98	253.02			5.11	.79	684.90	
Georgia and Florida Railroad.....	12.71						12.71	
Georgia Southern & Florida Railway Company.....	152.90					5.37	158.27	
Jacksonville, Gainesville & Gulf Railway.....	36.31						36.31	
Jacksonville Terminal Company.....	39.89					11.89	51.78	.17
Live Oak, Perry & Gulf Railroad Company.....	64.00	12.00				1.00	77.00	
Louisville & Nashville Railroad Company.....	204.71	37.08				.98	242.77	
St. Johns River Terminal Company.....	38.09					16.83	54.92	.02
St. Louis-San Francisco Railway Company.....	45.19	2.34					47.53	
Seaboard Air Line Railway Company.....	876.30	35.42	140.30	625.49		3.36	1,680.87	
Tampa Northern Railroad Company.....	7.43						7.43	
Tampa Union Station Company..... (1)								
Tavares & Gulf Railroad Company.....	34.32					3.39	37.71	
The Marianna & Blountstown Railroad Company.....	29.00						29.00	
The South Georgia Railway Company.....	40.49						40.49	
Trans-Florida Central Railroad Company.....	10.68					.11	10.79	
Total.....	3,270.71	1,058.94	302.03	640.24	5.11	54.01	5,331.04	1.02

(1) Tracks operated jointly by railroads entering Tampa, Florida.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1941
TONS OF REVENUE FREIGHT CARRIED—STATE OF FLORIDA

NAME OF ROAD	Products of Agriculture	Animals and Products	Products of Mines	Products of Forests	Manufactures and Miscellaneous	Merchandise All L.C.L. Freight	Grand Total
Alabama and Florida Railroad Company.....	6,064				490	240	6,794
Apalachicola Northern Railroad Company.....	70	590	8,355	460,839	134,778	3,616	608,248
Atlanta & St. Andrews Bay Railway Company.....	11,562	83	160,463	710,370	628,281	5,704	1,516,463
Atlantic Coast Line Railroad Company.....	919,733	76,239	5,812,639	1,266,007	2,509,037	139,165	10,722,820
Florida East Coast Railway Company.....	245,595	55,862	290,388	256,273	908,370	65,514	1,822,002
Georgia and Florida Railroad.....	4,573	14,730	57,393	16,172	35,022	1,295	129,185
Georgia Southern & Florida Railway Company.....	67,112	27,428	370,245	215,007	431,867	20,530	1,132,189
Jacksonville, Gainesville & Gulf Railway.....	3,094		1,462	30,908	326	53	35,843
Jacksonville Terminal Company..... (A)							
Live Oak, Perry & Gulf Railroad Company.....	3,699		142,212	134,877	16,010	2,126	298,924
Louisville & Nashville Railroad Company.....	63,194	11,743	348,732	450,515	536,268	25,910	1,436,362
St. Johns River Terminal Company..... (A)							
St. Louis-San Francisco Railway Company.....	25,030	241	45,131	90,257	214,312	3,920	378,891
Seaboard Air Line Railway Company.....	728,345	86,669	5,175,052	1,484,665	1,979,181	142,517	9,596,429
Tampa Northern Railroad Company..... (A)							
Tampa Union Station Company..... (A)							
Tavares & Gulf Railroad Company.....	51,671		3,159	3,684	7,219	156	65,889
The Marianna & Blountstown Railroad Company.....	4,212	34	2,821	43,522	11,683	933	63,205
The South Georgia Railway Company.....	7,584		1,053	65,027	12,670	103	86,437
Trans-Florida Central Railroad Company.....			206	64	3,791	125	4,186
Total.....	2,141,538	273,619	12,419,311	5,228,187	7,429,305	411,907	27,903,867

(A) Not applicable.

WRECK AND ACCIDENT REPORT—RAILROAD

1942

CLASSIFICATION OF WRECKS AND ACCIDENTS	Atlanta & St. Andrews Bay Railway	Atlantic Coast Line Railroad	Florida East Coast Railway	Louisville & Nashville Railroad	Seaboard Air Line Railway
I. COLLISIONS:					
1. Negligence or carelessness of employees.....		1	1	7	2
2. Weather conditions.....					
3. Mechanical equipment, signals, etc.....					
II. DERAILMENTS					
1. Negligence or carelessness of employees.....	1		3	1	7
2. Washouts, etc.....					
3. Track defects.....	1	2	5		
4. Way and structure defects.....			2		
5. Car equipment defects.....					3
6. Engine equipment defects.....			1		
7. Not otherwise classified.....					
III. EXPLOSIONS:					
1. Negligence or carelessness of employees.....				2	
2. Defective equipment.....					
IV. MISCELLANEOUS:					
1. Improper loading.....					
2. Animal on track.....					
3. Other obstruction on track.....					
4. Criminal intent, tampered switches, etc.....					

WRECK AND ACCIDENT REPORT—RAILROAD

1942

CLASSIFICATION OF WRECKS AND ACCIDENTS	Atlanta & St. Andrews Bay Railway	Atlantic Coast Line Railroad	Florida East Coast Railway	Louisville & Nashville Railroad	Seaboard Air Line Railway
V. PERSONAL ACCIDENTS:					
1. Employees on duty.....	3				1
2. Employees off duty.....			1		
3. Passengers.....					3
4. Trespassers—					
a. Walking on track, crossing track.....			1		4
b. At public crossing.....			4		
c. Beating way on train.....			2		1
d. Suicide.....					
e. Other causes.....		1	5		11
VI. GRADE CROSSINGS:					
1. Automobile accidents.....		1	48	5	20
2. Other vehicle accidents.....					1
CASUALTIES:					
Employees killed.....			2	7	5
Employees wounded.....	1	2	4	28	38
Others killed.....	1	1	18	3	30
Others wounded.....	4	11	30	2	142
DAMAGE:					
Track.....	\$ 1,100.00	\$ 6,247.88	\$16,754.03	\$ 6,245.02	\$ 5,242.93
Equipment.....	15,550.00	19,711.00	49,914.88	71,322.98	156,905.75

Bridge Companies

**STATISTICS OF BRIDGE COMPANIES
GENERAL BALANCE SHEET AT DECEMBER 31, 1941**

ASSETS	Gandy Bridge Company	Pensacola Bridge Corporation	Tampa- Clearwater Bridge Co.
Investment in road and equipment property.....	\$ 3,669,155.03	\$ 1,806,116.32	\$ 715,831.83
Sinking Funds.....	58.91		1,000.00
Miscellaneous physical property.....	162,487.34	449,092.99	
Other investments—Miscellaneous.....		53,443.22	
Current assets.....	266,053.79	58,223.69	55,597.47
Deferred assets.....			562.50
Unadjusted debits.....	1,463,231.29	361,383.06	35,470.15
Grand Total.....	\$ 5,560,986.36	\$ 2,728,259.28	\$ 808,461.95
LIABILITIES			
Capital stock.....	\$ 2,584,737.50	\$ 600,600.00	\$ 130,000.00
Grants in aid of construction.....		100.00	
Funded debt unmatuured.....	1,159,500.00	2,567,500.00	439,000.00
Current liabilities.....	67,886.73	12,034.58	25,176.50
Unadjusted credits.....	1,044,811.91	637,471.16	134,128.08
Appropriated surplus.....	219,167.98		
Profit and loss.....	484,882.24	* 1,089,446.46	80,157.37
Grand Total.....	\$ 5,560,986.36	\$ 2,728,259.28	\$ 808,461.95

* Indicated debit item or deficit.

**STATISTICS OF BRIDGE COMPANIES
PROFIT AND LOSS ACCOUNT—CALENDAR YEAR 1941**

ITEMS	Gandy Bridge Company	Pensacola Bridge Corporation	Tampa- Clearwater Bridge Co.
Credit balance at beginning of year.....	\$ 386,132.55	\$.....	\$ 62,254.21
Credit balance transferred from income.....	111,070.65		23,111.49
Credits from retired road and equipment.....		510.00	
Delayed income credits.....		24,545.45	
Miscellaneous credits.....	101,533.05	2,156.66	
Debit balance carried to balance sheet.....		1,089,446.46	
Total credits.....	\$ 598,736.25	\$ 1,116,658.57	\$ 85,365.70
Debit balance at beginning of year.....	\$.....	\$ 1,077,267.27	\$.....
Debit balance transferred from income.....		15,069.78	
Surplus applied to sinking and other reserve funds.....	26,739.99		
Dividend appropriations of surplus.....	75,000.00		5,208.33
Miscellaneous appropriations of surplus.....		7,998.36	
Debits from retired road and equipment.....		34.53	
Miscellaneous debits.....	12,114.02	16,288.63	
Credit balance carried to balance sheet.....	484,882.24		80,157.37
Total Debit.....	\$ 598,736.25	\$ 1,116,658.57	\$ 85,365.70

**STATISTICS OF BRIDGE COMPANIES
INCOME ACCOUNT—CALENDAR YEAR 1941**

NAME OF ACCOUNTS	Gandy Bridge Company	Pensacola Bridge Corporation	Tampa- Clearwater Bridge Co.
Operating revenues—Tolls.....	\$ 400,859.35	\$ 159,402.95	\$ 137,945.40
Operating expenses.....	145,152.04	94,924.71	78,348.07
Net revenue from bridge operation.....	\$ 255,707.31	\$ 64,478.24	\$ 59,597.33
Bridge tax accruals.....	72,277.16	9,593.86	16,541.38
Bridge operating income.....	\$ 183,430.15	\$ 54,884.38	\$ 43,055.95
Other income.....	3,653.37	44,112.15	34.74
Total income.....	\$ 187,083.52	\$ 98,996.53	\$ 43,090.69
Miscellaneous deductions from income.....	2,758.10	72,568.21	
Income available for fixed charges.....	\$ 184,325.42	\$ 26,428.32	\$ 43,090.69
Fixed charges.....	73,254.77	41,498.10	19,979.20
NET INCOME—Transferred to Profit and Loss.....	\$ 111,070.65	* \$ 15,069.78	\$ 23,111.49

* Indicates debit item or deficit.

Express Companies

STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1941
GENERAL BALANCE SHEET—AT DECEMBER 31, 1941

ASSETS	Railway Express Agency, Incorporated
Real property and equipment.....	\$ 45,555,605
Miscellaneous physical property.....	3,383,781
Investments in affiliated companies—Stock.....	28,500
Other investments—	
Stocks.....	300
Bonds.....	754,990
Notes.....	4,060
Cash.....	17,216,609
Special deposits.....	73,729
Loans and notes receivable.....	6,034
Traffic balances receivable.....	48,792
Net balances receivable from agents and messengers.....	8,423,029
Miscellaneous accounts receivable.....	3,024,096
Material and supplies.....	2,354,590
Interest, dividends and rents receivable.....	5,771
Working fund advances.....	10,685
Other current assets.....	142,653
Rents and insurance premiums paid in advance.....	71,738
Taxes paid in advance.....	314,188
Discount on funded debt.....	101,618
Other unadjusted debits.....	84,486
Grand Total.....	\$ 81,605,254
LIABILITIES	
Capital stock.....	\$ 100,000
Funded debt.....	28,741,904
Traffic balances payable.....	8,735
Audited accounts and wages unpaid.....	8,747,430
Miscellaneous accounts payable.....	2,144,457
Matured interest, dividends, and rents unpaid.....	727
Matured funded debt unpaid.....	1,000
Miscellaneous advances payable.....	11,520
Unpaid money orders, checks, and drafts.....	2,582,783
Express privilege liabilities.....	8,141,758
Estimated tax liability.....	3,093,820
Unmatured interest, dividends, and rents payable.....	91,296
Other current liabilities.....	592,197
Other deferred liabilities.....	2,507
Operating and insurance reserves.....	906,368
Accrued depreciation—Buildings and equipment.....	25,370,526
Accrued depreciation—Miscellaneous physical property.....	571,548
Other unadjusted credits.....	496,678
Grand Total.....	\$ 81,605,254

STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1941
INVESTMENT IN REAL PROPERTY AND EQUIPMENT—
ENTIRE COMPANY AND STATE OF FLORIDA

NAME OF ACCOUNT	RAILWAY EXPRESS AGENCY, INC.	
	Entire Company	State of Florida
Land.....	\$ 5,291,439	\$ 203,654
Buildings and appurtenances on land owned.....	6,651,229	148,205
Buildings and appurtenances on land not owned.....	3,924,547	702,297
Improvements to buildings not owned.....	79,108	568
Cars.....	940,229	.....
Automobiles.....	20,625,135	317,798
Office furniture and equipment.....	1,383,994	61,906
Office safes.....	414,715	6,597
Trucks.....	2,842,759	113,071
Garage equipment.....	399,751	3,097
Line equipment.....	229,930	.....
Shop equipment.....	178,508	3,199
Miscellaneous equipment.....	8,498	.....
Minor equipment.....	2,585,763	.....
Total Real Property and Equipment.....	\$ 45,555,605	\$ 1,560,392
Depreciation Reserve—Building and Equipment.....	\$ 25,370,526	\$ 623,741

**STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1941
PROFIT AND LOSS ACCOUNT—ENTIRE COMPANY**

I T E M	RAILWAY EXPRESS AGENCY, INC.	
	Debit	Credit
Credit balance transferred from income.....	\$.....	\$ 188,469
Unrefundable overcharges.....		458
Miscellaneous credits.....		22,362
Loss on land sold.....	85,503	
Miscellaneous debits.....	125,786	
Total.....	\$ 211,289	\$ 211,289

**STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1941
INCOME ACCOUNT—ENTIRE COMPANY**

I T E M	Railway Express Agency Incorporated
Charges for transportation.....	\$ 195,695,779
Express privileges—Debit.....	63,116,628
Revenue from transportation.....	\$ 132,579,151
Revenue from operations other than transportation.....	2,682,608
Total operating revenues.....	\$ 135,261,759
Operating expenses.....	125,637,613
Net operating revenue.....	\$ 9,624,146
Uncollectible revenue from transportation.....	30,074
Express taxes.....	8,487,812
Operating income.....	\$ 1,106,260
OTHER INCOME	
Rent from real property and equipment used jointly.....	\$ 153
Separately operated properties.....	6,036
Dividend income.....	10
Income from funded securities.....	23,119
Income from unfunded securities and accounts.....	8,021
Miscellaneous income.....	187,684
Total other income.....	\$ 225,023
Gross Income.....	\$ 1,331,283
DEDUCTIONS FROM GROSS INCOME	
Rent for real property and equipment used jointly.....	\$ 10
Miscellaneous taxes.....	46,363
Net loss on miscellaneous physical property.....	9,041
Interest on funded debt.....	1,055,015
Interest on unfunded debt.....	1,826
Amortization of discount on funded debt.....	30,354
Miscellaneous income debits.....	205
Total deductions from gross income.....	\$ 1,142,814
NET INCOME—Transferred to Profit and Loss.....	\$ 188,469

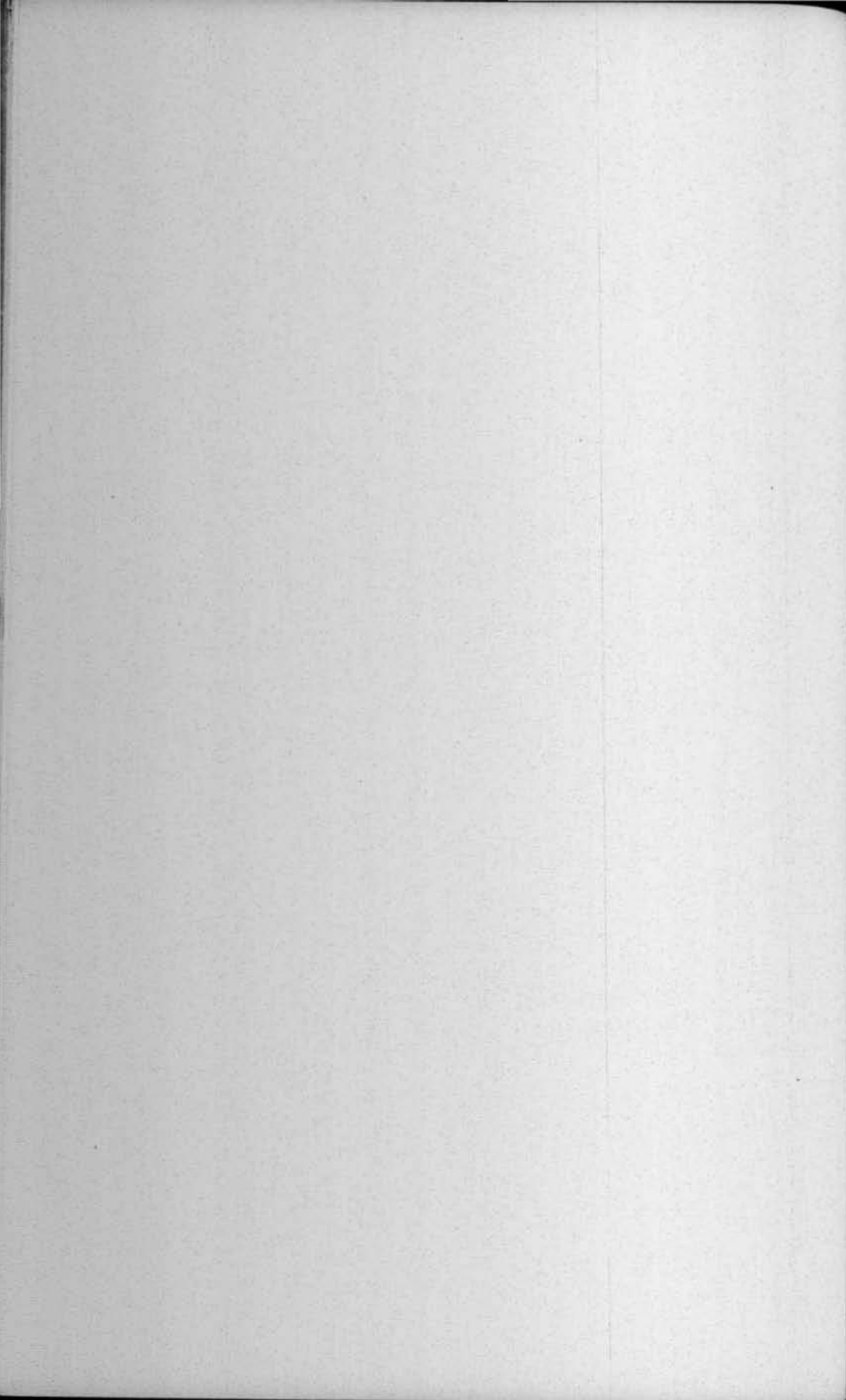
STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1941
OPERATING REVENUES—
ENTIRE COMPANY AND STATE OF FLORIDA

A C C O U N T	RAILWAY EXPRESS AGENCY, INC.	
	Entire Company	State of Florida
TRANSPORTATION		
Express domestic.....	\$ 191,790,802	\$
Miscellaneous.....	3,904,977	.....
Total transportation.....	\$ 195,695,779	\$ 4,288,879
Contract payments—Express privileges.....	63,116,628	1,577,278
Revenue from transportation.....	\$ 132,579,151	\$ 2,711,601
OPERATIONS OTHER THAN TRANSPORTATION		
Customs brokerage fees.....	\$ 161,952	\$
Order and commission.....	6,902	.....
Rent of buildings and other property.....	74,023	.....
C.O.D. Checks.....	1,866,960	.....
Miscellaneous.....	572,771	.....
Total other than Transportation.....	\$ 2,682,608	\$ 75,531
Total Operating Revenue.....	\$ 135,261,759	\$ 2,787,132

STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1941
OPERATING EXPENSES—
ENTIRE COMPANY AND STATE OF FLORIDA

A C C O U N T	RAILWAY EXPRESS AGENCY, INC.	
	Entire Company	State of Florida
Maintenance.....	\$ 5,067,628	\$ 109,654
Traffic.....	730,399	15,804
Transportation.....	115,141,515	2,491,442
General.....	4,698,071	101,657
Total Operating Expenses.....	\$ 125,637,613	\$ 2,718,557
Ratio of Operating Expenses to Revenue—Per cent.....	92.88	97.54

**Sleeping Car
Companies**



STATISTICS OF SLEEPING CAR COMPANIES—CALENDAR YEAR 1941

GENERAL BALANCE SHEET—ENTIRE COMPANY

Balance at December 31, 1941

ASSETS	The Pullman Company
Investment in sleeping car property.....	\$ 259,917,957.62
Investment in stocks.....	2.00
Investment in bonds.....	14,865,647.55
Investment in securities issued, assumed, or otherwise carried as a liability of the accounting company.....	5,042,500.00
Cash.....	16,756,019.95
Loans and bills receivable.....	1,600.35
Net balance receivable from receiving cashiers and ticket agents.....	1,091,077.23
Miscellaneous accounts receivable.....	4,716,677.51
Material and supplies.....	7,493,024.27
Interest and dividends receivable.....	53,434.68
Other current assets.....	158,357.72
Working fund advances.....	27,650.00
Insurance and other funds.....	627,944.89
Other deferred assets.....	411,943.13
Rents and insurance premiums paid in advance.....	36,898.92
Other unadjusted debits.....	5,442,944.70
Grand Total.....	\$ 316,643,680.52
LIABILITIES	
Capital stock.....	\$ 108,135,000.00
Wages payable.....	2,281,435.36
Miscellaneous accounts payable.....	2,628,832.22
Dividends matured unpaid.....	937.30
Other current liabilities.....	42,944.81
Liability for provident funds.....	1,829,181.14
Other deferred liabilities.....	9,082.03
Tax liability.....	2,459,954.46
Insurance and casualty reserves.....	395,391.56
Operating reserves.....	10,000.00
Accrued depreciation—Equipment.....	172,282,579.38
Accrued depreciation—Buildings, appurtenances, and grounds.....	5,311,154.21
Other unadjusted credits.....	4,954,046.90
Miscellaneous fund reserves.....	7,739,763.94
Appropriated surplus not specifically invested.....	1,769,972.27
Profit and loss—Credit balance.....	6,793,404.94
Grand Total.....	\$ 316,643,680.52

STATISTICS OF SLEEPING CAR COMPANIES—CALENDAR YEAR 1941
OPERATING REVENUES AND EXPENSES—
ENTIRE COMPANY AND STATE OF FLORIDA

NAME OF ACCOUNT	THE PULLMAN COMPANY	
	Entire Company	State of Florida
OPERATING REVENUES		
Standard sleeping car berth revenue.....	\$ 49,773,591.29	\$ 1,362,265.83
Tourist sleeping car berth revenue.....	7,493,344.95	102,506.09
Other car berth revenue.....	21,055.80	176.72
Standard sleeping car seat revenue.....	1,155,044.22	28,884.74
Tourist sleeping car seat revenue.....	10,184.09	.....
Parlor car seat revenue.....	2,314,569.78	125.30
Composite car seat revenue.....	9,170.97	278.88
Other car seat revenue.....	204.55	.....
Charter of—		
Standard sleeping cars—per diem rate.....	219,567.80	6,485.45
Standard sleeping cars—berth rates.....	205,348.64	.....
Tourist sleeping cars—per diem rate.....	119,632.14	.....
Private cars—per diem rates.....	54,914.41	2,482.09
Other cars to other than carriers—per diem.....	11,880.00	.....
Other cars—berth or seat rates.....	5,698.30	.....
Other cars to carriers—other rates.....	343,589.73	24,615.52
Miscellaneous revenue.....	56,790.84	1,169.32
Car mileage revenue.....	* 5,884,802.83	** 154,054.43
Contract revenue—debit.....	3,133,468.73	268,513.33
Total Revenues.....	\$ 64,548,121.61	\$ 1,414,531.04
OPERATING EXPENSES		
Maintenance.....	\$ 29,521,786.16	\$ 615,062.16
Conducting car operations.....	25,149,344.97	524,855.90
General expenses.....	3,890,112.91	80,704.02
Total Operating Expenses.....	\$ 58,561,244.04	\$ 1,220,622.08
Ratio of expenses to revenue—Per cent.....	90.72	86.29
Taxes—Sleeping car accruals only.....	\$ 4,406,537.08	\$ 55,137.41

*—Includes \$4,675,620.80, and **—includes \$120,084.96, for air conditioning payments by railroads for their report on of expenses and amortization of installation costs.

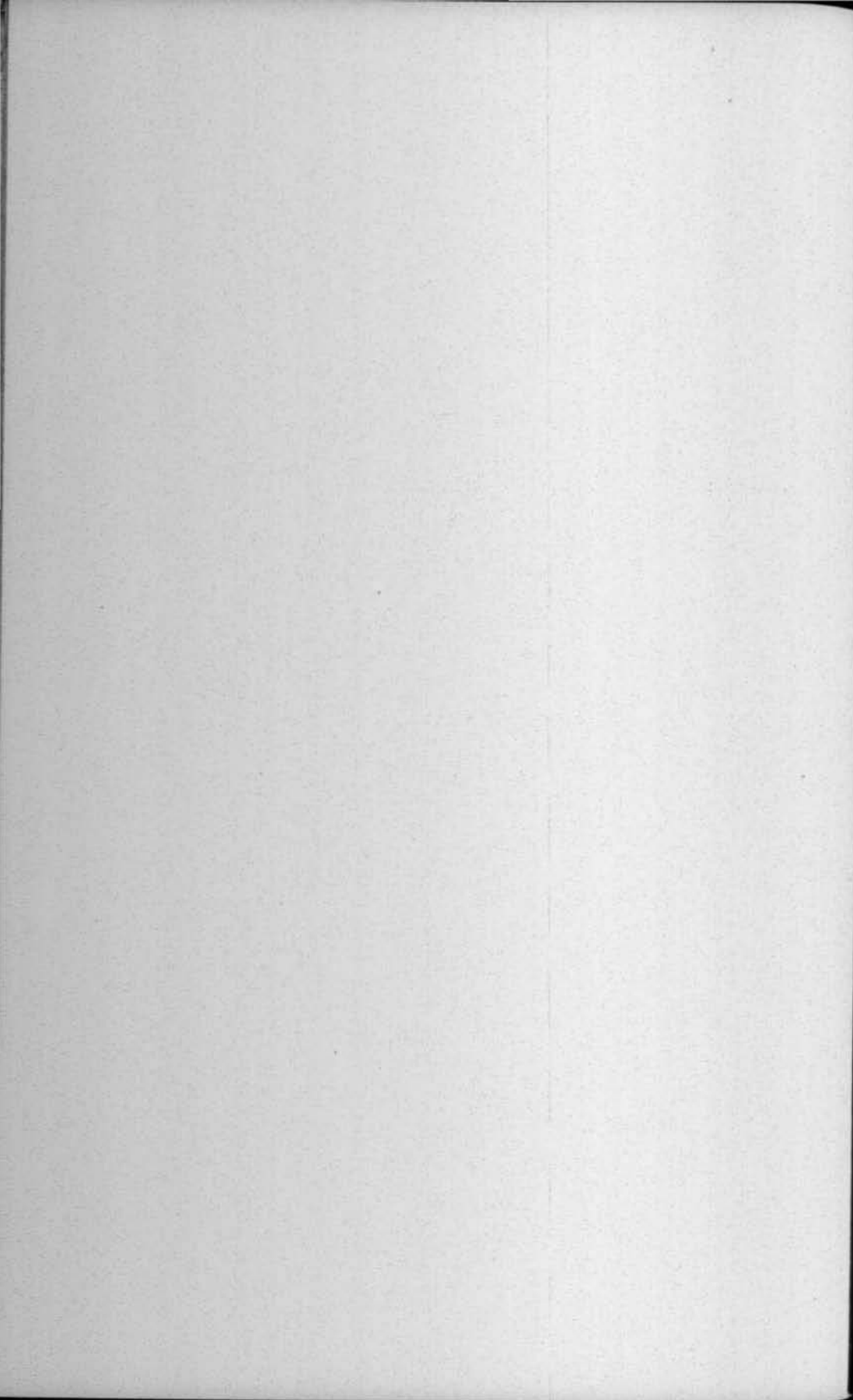
STATISTICS OF SLEEPING CAR COMPANIES—CALENDAR YEAR 1941
OPERATING AND STATISTICAL STATEMENT—ENTIRE COMPANY

KIND OF CAR	NUMBER OF PASSENGERS			Number of Non revenue Passengers	Car Miles	Car Days	Average Revenue per Passenger	
	Berth	Seat	Total				Berth	Seat
CONTRACT OPERATIONS								
Standard sleeping cars.....	10,959,152	1,201,875	12,161,027	397,868	698,183,491	1,535,911	\$ 4.54	\$.96
Tourist sleeping cars.....	2,196,970	12,559	2,209,529	24,569	133,578,988	256,841	3.41	.81
Parlor cars.....		2,515,375	2,515,375	39,217	37,948,043	125,777		.92
Composite cars.....		14,280	14,280	192	7,784,145	15,566		.64
Miscellaneous cars.....	10,432	78	10,510	304	562,607	1,499	2.02	2.62
Total—Contract Operations.....	13,166,554	3,744,167	16,910,721	462,150	878,057,274	1,935,594	\$ 4.35	\$.93

STATISTICS	Total	STATISTICS	Dollars	Cents	Mills
Average number of car-miles per car-day.....	453.637	Sleeping car operations—Revenue.....	\$ 64,548,121	61	
Average number of car-miles per mile of trackage operated over.....	7,847.223	Revenues per car-mile.....		07	351
Passenger-miles.....	10,070,406,876	Revenues per car-day.....		33	
Average Capacity per Car (Passenger):		Sleeping car operations—expenses.....	56,561,244	04	
Standard sleeping cars—berths.....	24.43	Expenses per car-mile.....		06	669
Tourist sleeping cars—berths.....	27.28	Expenses per car-day.....		30	
Parlor cars—seats.....	30.24				
Composite cars—seats.....	27.93	Net revenue.....	5,986,877	57	
Average Cost per Car of New Cars Placed in Service during the Year—		Net revenue per car-mile.....		00	682
Other than steel cars (new type lightweight cars).....	\$ 86,938.97	Net revenue per car-day.....		09	
Average Weight per Car Equipped for Service:					
Steel cars—pounds.....	168,000				
Other than steel cars.....	159,000				
New type lightweight cars.....	124,500				



Electric Railway



STATISTICS OF ELECTRIC RAILWAYS—CALENDAR YEAR 1941
GENERAL BALANCE SHEET AT DECEMBER 31, 1940

ASSETS	City of St. Petersburg	Tampa Electric Company
Road and equipment.....	\$ 1,429,901.13	\$ 3,276,004.72
Miscellaneous physical property.....		16,987,006.73
Other investments—		
Stocks.....		3.00
Miscellaneous.....		521.81
Cash.....	430.00	264,744.80
Special deposits.....		805,000.00
Loans and notes receivable.....		10,500.00
Miscellaneous accounts receivable.....		1,354,413.33
Material and supplies.....	29,701.13	479,087.54
Other current assets.....		11,500.00
Rents and insurance premiums paid in advance.....		21,986.94
Other unadjusted debits.....		88,777.66
Grand Total.....	\$ 1,460,032.26	\$ 23,299,546.53
LIABILITIES		
Capital stock.....	\$	\$ 12,971,493.20
Loans and notes payable.....		400,000.00
Audited accounts and wages payable.....		121,275.45
Miscellaneous accounts payable.....	13,946.72	
Accrued interest, dividends, and rents payable.....		7,483.45
Other current liabilities.....		1,128.22
Other deferred liabilities.....		288,426.10
Tax liability.....		1,066,285.46
Operating reserves.....		161,341.20
Accrued depreciation—Road and equipment.....	966,799.10	
Accrued depreciation—Road, equipment, and miscellaneous property.....		5,442,778.43
Other unadjusted credits.....		114,937.74
Profit and loss—credit balance.....	479,286.44	2,726,397.28
Grand Total.....	\$ 1,460,032.26	\$ 23,299,546.53

STATISTICS OF ELECTRIC RAILWAYS—CALENDAR YEAR 1941
INCOME STATEMENT FOR THE YEAR

I T E M	City of St. Petersburg	Tampa Electric Company
Railway operating revenues.....	\$ 270,434.29	\$ 535,603.24
Railway operating expenses.....	206,214.35	559,662.50
Net revenue—Railway operations.....	\$ 64,219.94	\$ * 24,059.26
Auxiliary operations—Revenues.....	\$ 41,199.42	\$
Auxiliary operations—Expenses.....	45,850.86	.....
Net revenue—Auxiliary operations.....	\$ * 4,651.44	\$
Net Operating Revenue.....	\$ 59,568.50	\$ * 24,059.26
Taxes assignable to railway operations.....		52,265.09
Operating Income.....	\$ 59,568.50	\$ * 76,324.35
NON-OPERATING INCOME		
Miscellaneous rent income.....	\$	\$ 522.96
Net income from miscellaneous physical property.....		1,566,436.98
Income from unfunded securities and accounts.....		361.11
Miscellaneous income.....		1,626.26
Total Non-operating Income.....	\$	\$ 1,568,947.31
Gross Income.....	\$ 59,568.50	\$ 1,492,622.96
DEDUCTIONS FROM GROSS INCOME		
Interest on funded debt.....	\$	\$ 8,618.41
Miscellaneous debits.....		† 36.41
Total Deductions from Gross Income.....	\$	\$ 8,582.00
Income Balance transferred to Profit and Loss.....	\$ 59,568.50	\$ 1,484,040.96

*—Indicates debit item or deficit.

†—Indicates credit item.

STATISTICS OF ELECTRIC RAILWAYS—CALENDAR YEAR 1941
PROFIT AND LOSS STATEMENT

I T E M	City of St. Petersburg	Tampa Electric Company
Credit balance at beginning of year.....	\$ 419,717.94	\$ 2,386,696.10
Credit balance transferred from income account.....	59,568.50	1,484,040.96
Miscellaneous credits.....		1,614.27
Total Credits.....	\$ 479,286.44	\$ 3,872,351.33
Dividend appropriations of surplus.....	\$	\$ 1,145,954.05
Credit balance carried to balance sheet.....	479,286.44	2,726,397.28
Total Debits.....	\$ 479,286.44	\$ 3,872,351.33

STATISTICS OF ELECTRIC RAILWAYS—CALENDAR YEAR 1941
RAILWAY OPERATING REVENUES AND EXPENSES

I T E M	City of St. Petersburg	Tampa Electric Company
RAILWAY OPERATING REVENUES—REVENUE FROM TRANSPORTATION		
Passenger revenue.....	\$ 269,034.87	\$ 531,288.41
Parlor, sleeping, dining, and special car revenue.....		12.00
Total Revenue from Transportation.....	\$ 269,034.87	\$ 531,300.41
REVENUE FROM OTHER RAILWAY OPERATIONS		
Station and car privileges.....	\$ 1,199.42	\$ 3,274.05
Rent of buildings and other property.....		785.81
Miscellaneous.....	200.00	242.97
Total Revenue from Other Railway Operations.....	\$ 1,399.42	\$ 4,302.83
Total Operating Revenues.....	\$ 270,434.29	\$ 535,603.24
RAILWAY OPERATING EXPENSES		
Way and structures.....	\$ 43,474.28	\$ 128,594.24
Equipment.....	36,623.13	78,201.73
Power.....	42,205.95	37,403.48
Conducting transportation.....	76,449.96	242,718.85
Traffic.....	70.69	1,842.14
General and miscellaneous.....	7,390.34	70,902.06
Total Operating Expenses.....	\$ 206,214.35	\$ 559,662.50
Ratio of Operating Expenses to Operating Revenue—Per cent.....	76.25	104.49

STATISTICS OF ELECTRIC RAILWAYS—CALENDAR YEAR 1941
ROAD OPERATED AT CLOSE OF YEAR

NAME OF COMPANY	Miles of Road	Miles of Second Main Track	Miles of Sidings and Turnouts	Miles of Track in Carhouses, Shops, etc.	Total
City of St. Petersburg.....	23.274	* 1.91	1.94	2.08	29.204
Tampa Electric Company.....	44.22	2.94	5.01	0.96	53.13

*Includes 0.38 miles of all other main tracks.

STATISTICS OF ELECTRIC RAILWAYS—CALENDAR YEAR 1941
MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS

I T E M	CITY OF ST. PETERSBURG		TAMPA ELECTRIC COMPANY
	Rail-Line Operations	Motorbus Operations	Rail-line Operations
Passenger car mileage.....	1,188,545	491,851	3,124,091
Passenger car-hours.....	121,140	41,557	351,994
Regular fare passengers carried.....	3,791,824	685,483	10,885,621
Free transfer passengers carried.....			2,550,476
Total passengers carried.....	3,791,824	685,483	13,436,097
Employees and others carried free.....	10,000	500	113,824
Passenger revenue.....	\$ 269,034.87	\$ 41,199.42	\$ 531,288.41
Average fare, revenue passengers.....	\$.07095	\$.06010	\$.04881
Average fare, all passengers (including transfer passengers).....	\$.07095	\$.06010	\$.03954
Total revenue from transportation.....	\$ 269,034.87	\$ 41,199.42	\$ 531,300.41
Revenue from transportation per car-mile.....	\$.22635	\$.08376	\$.17007
Revenue from transportation per car-hour.....	\$ 2.22085	\$.99139	\$ 1.50940
Total revenue from other railway operations.....	\$ 1,399.42	\$.	\$ 4,302.83
Revenue from other railway operations per car-mile.....	\$.00117	\$.	\$.00138
Revenue from other railway operations per car-hour.....	\$.01155	\$.	\$.01222
Total operating revenues.....	\$ 270,434.29	\$ 41,199.42	\$ 535,603.24
Operating revenues per car-mile.....	\$.22753	\$.08376	\$.17144
Operating revenues per car-hour.....	\$ 2.23241	\$.99139	\$ 1.52163
Total operating expenses.....	\$ 206,214.35	\$ 45,850.86	\$ 559,662.50
Operating expenses per car-mile.....	\$.17350	\$.09322	\$.17914
Operating expenses per car-hour.....	\$ 1.70228	\$ 1.10332	\$ 1.58998

Boat Line Operations

STATISTICS OF BOAT LINE OPERATIONS—CALENDAR YEAR 1941

GENERAL BALANCE SHEET AT DECEMBER 31, 1941

ASSETS	A. G. W. Lines, Inc.	Kinzie Brothers Steamer Line	St. Johns River Line Company	Suwannee Steamship Company
Investment in real property and equipment.....	\$ 24,362,486	\$ 48,781	\$ 292,677	\$ 7,750
Reserve for accrued depreciation—credit.....	16,735,712	35,375	135,511	5,760
Securities for transportation system corporations—unpledged.....	647,490			
Long-term advances to transportation system corporations.....	627,108			
Miscellaneous investments.....	18,480	46,840	30,780	
Intangible assets.....			20,400	
Cash.....	993,582	10,030	7,462	743
Marketable securities.....	13,414	4,500		
Loans and bills receivable.....	68	3,367		11,967
Traffic balances owed by other companies.....	13,979		1,878	
Net balances due from agents, purrers and stewards.....	4,225		27,775	
Insurance claims against underwriters.....	283,828			
Miscellaneous accounts receivable.....	576,626	32,847	4,529	
Material and supplies.....	334,154	219	29,232	
Other working assets.....	3,605			
Unmatured dividends and interest receivable.....	1,897			
Temporary advances.....	37,531		8,588	
Rents paid in advance.....	11,229			103
Insurance premiums paid in advance.....	296,247		9,978	
Taxes paid in advance.....	120,000			
Unamortized debt discount and expense.....	19			
Special deposits.....	700			
Sinking fund assets.....	1,000			
Insurance and other reserve fund assets.....	608,520			
Open voyage expenses.....	110,539			
Other deferred debit items.....	304,790		7,160	
Grand Total.....	\$ 12,635,805	\$ 111,209	\$ 304,948	\$ 14,803

STATISTICS OF BOAT LINE OPERATIONS—CALENDAR YEAR 1941
GENERAL BALANCE SHEET AT DECEMBER 31, 1941

ASSETS	A. G. W. Lines, Inc.	Kinzie Brothers Steamer Line	St. Johns River Line Company	Suwannee Steamship Company
LIABILITIES				
Capital stock.....	\$ 7,600,000	\$ 20,071	\$ 34,488	\$ 1,000
Premium on capital stock.....			84,879	
Long-term debt.....	2,566,200		50,762	
Loans and bills payable.....		5,400	36,420	939
Audited vouchers and wages unpaid.....	274,492	313	21,258	
Traffic balances owed to other companies.....	7,780		7,062	
Miscellaneous accounts payable.....	222,817	10,153	25,760	
Matured dividends and interest unpaid.....	700			
Matured long-term debt unpaid.....	1,000			
Other working liabilities.....	7,095			225
Unmatured dividends, interest and rents payable.....	4,730		2,624	
Taxes accrued.....	542,062	417	14,970	21
Operating reserves.....	507,522			
Open voyage revenues.....	125,982			
Other deferred credit items.....	64,178		137	
Appropriated surplus.....	4,770	23,569		553
Profit and loss.....	706,477	51,286	26,588	12,065
Grand Total.....	\$ 12,635,805	\$ 111,209	\$ 304,948	\$ 14,803

STATISTICS OF BOAT LINE OPERATIONS—CALENDAR YEAR 1941
PROFIT AND LOSS ACCOUNT—ENTIRE COMPANY

I T E M	A.G.W. Lines, Inc.	Kinzie Brothers Steamer Line	St. Johns River Line Company	Suwannee Steamship Company
Credit balance at beginning of year.....	\$.....	\$ 22,704	\$ 56,499	\$ 15,842
Credit balance transferred from income account.....		30,937		
Real property and equipment credits.....	1,162,081			
Miscellaneous credits.....	190,659			
Total credits.....	\$ 1,352,740	\$ 53,641	\$ 56,499	\$ 15,842
Debit balance at beginning of year.....	\$ 551,810	\$.....	\$.....	\$.....
Debit balance transferred from income account.....	76,497		13,411	3,777
Real property and equipment debits.....	1,765			
Miscellaneous debits.....	16,191	2,355	16,500	
Credit balance carried to balance sheet.....	706,477	51,286	26,588	12,065
Total debits.....	\$ 1,352,740	\$ 53,641	\$ 56,499	\$ 15,842

STATISTICS OF BOAT LINE OPERATIONS—CALENDAR YEAR 1941
INCOME ACCOUNT—ENTIRE COMPANY

I T E M	A.G.W. Lines, Inc.	Kinzie Brothers Steamer Line	St. Johns River Line Company	Suwannee Steamship Company
Freight revenue.....	\$ 5,719,340	\$ 9,390	\$ 326,454	\$ 33,354
Passenger revenue.....	1,450,304	12,714		
Other transportation revenue.....	255,279	4,061		
Revenue from operations other than transportation.....	179,686		2,795	
Charter revenue.....	1,995,660			
Total water-line operating revenue.....	\$ 9,600,269	\$ 26,165	\$ 329,249	\$ 33,354
Maintenance of equipment and terminals.....	\$ 1,537,190	\$ 13,822	\$ 43,732	\$ 840
Traffic expenses.....	440,250	905	9,966	
Transportation expenses.....	5,097,811	8,295	205,640	4,304
General expenses.....	735,289	6,397	43,077	21,862
Charter expenses.....	216,211	1,524		9,560
Total water-line operating expenses.....	\$ 8,026,751	\$ 29,419	\$ 303,939	\$ 36,566
Net revenue from water-line operations.....	\$ 1,573,518	\$ * 2,254	\$ 25,310	\$ * 3,212
Net revenue from auxiliary operations.....			10,290	
Net water-line operating revenue.....	\$ 1,573,518	\$ * 3,254	\$ 35,600	\$ * 3,212
Water-line tax accruals.....	697,282	605	35,675	261
Water-line operating income.....	\$ 876,236	\$ * 3,859	\$ * 75	\$ * 3,473
Total other income.....	15,117	44,853	375	
Gross income.....	\$ 891,353	\$ 40,994	\$ 300	\$ * 3,473
Deductions from gross income.....	467,056	57	13,711	304
Net income.....	\$ 424,297	\$ 40,937	\$ * 13,411	\$ * 3,777
Appropriations of income to sinking and other reserve funds.....	6,355			
Dividend appropriations of income.....	494,000			
Miscellaneous appropriations of income.....	439	10,000		
Income balance transferred to profit and loss.....	\$ * 76,497	\$ 30,937	\$ * 13,411	\$ * 3,777

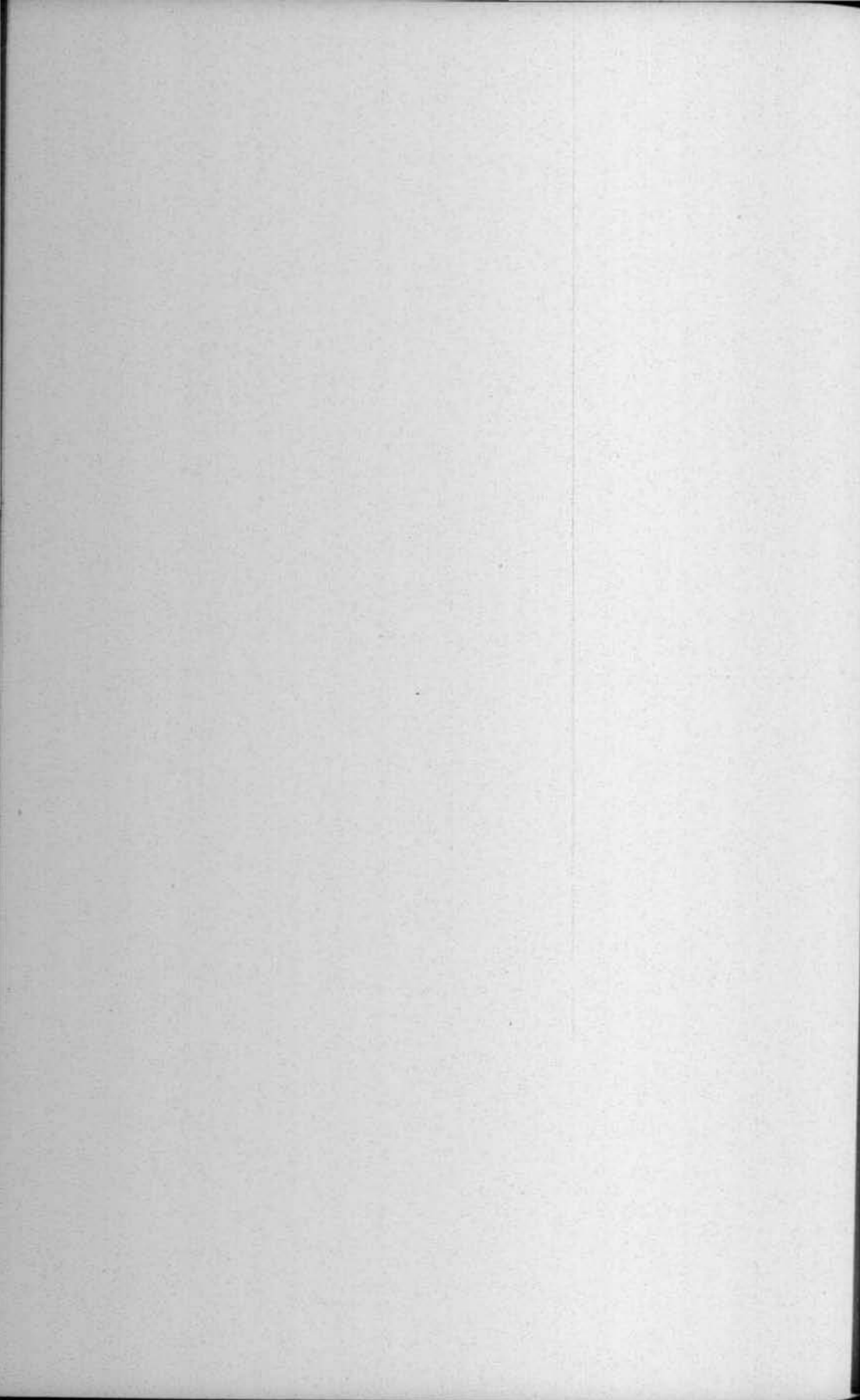
*—Indicates debit item or deficit.

STATISTICS OF BOAT LINE OPERATIONS—CALENDAR YEAR 1941
WATER TRANSPORTATION COMPANIES OPERATING WITHIN THE STATE OF FLORIDA

NAME OF COMPANY	BUSINESS ADDRESS	TERRITORY IN GENERAL
Agwlines, Inc.....	Pier 34, North River, New York, N. Y.....	New York, Charleston, Jacksonville Line operates a bi-weekly service. New York-Miami Line operates once weekly. New York-Key West-Tampa Line operates once weekly. New York-Jacksonville Line operates bi-weekly. New York-Charleston Line operates once weekly.
Kinzie Brothers Steamer Line.....	Fort Myers, Florida.....	Operates six trips daily between Punta Rassa and Sanibel Island, Florida.
St. Johns River Line Company.....	10 South Newnan Street,	Operates six trips weekly between Jacksonville, Palatka, and Sanford, Florida, on St. Johns River. Operates three trips weekly between Jacksonville, Florida, and Brunswick, Georgia. Operates three trips weekly between Jacksonville, Ft. Pierce, West Palm Beach, and Miami. (All in the State of Florida.)
Suwannee Steamship Company.....	Foot of Catherine Street, Jacksonville, Florida.....	Operates weekly between Jacksonville and Sanford, Florida, on St. Johns River.



**Telegraph-Cable
Companies**



STATISTICS OF TELEGRAPH-CABLE COMPANIES—
CALENDAR YEAR 1941
GENERAL BALANCE SHEET AT DECEMBER 31, 1941

A S S E T S	Western Union Telegraph Company	Postal Telegraph-Cable Company
Investment in plant and equipment.....	\$ 338,099,853.51	\$ 11,604,177.59
Construction work in progress.....	5,811,851.94	360,861.29
Investment securities.....	13,444,211.92	.....
Long-term advances receivable.....	1,800,000.00	3,862,997.26
Miscellaneous investments.....	117,918.63	.....
Working assets and accrued income.....	34,513,252.32	4,442,017.25
Deferred debit items.....	451,972.54	257,509.14
Grand Total.....	\$ 393,619,060.86	\$ 20,527,562.53
<hr/>		
L I A B I L I T I E S		
Capital stock.....	\$ 104,527,666.66	\$ 50,000.00
Capital stock of subsidiary companies.....	1,749,025.00	.....
Premiums on capital stock.....	1,163,350.00	.....
Funded debt.....	80,471,000.00	.....
Long-term advances payable.....	.....	18,318,893.43
Working and accrued liabilities.....	17,943,968.12	4,203,641.65
Deferred credit items.....	116,519,647.45	6,072,229.65
Appropriated surplus.....	1,074,177.79	.....
Profit and loss.....	70,170,225.84	* 8,117,202.20
Grand Total.....	\$ 393,619,060.86	\$ 20,527,562.53

*—Indicates debit item or deficit.

STATISTICS OF TELEGRAPH-CABLE COMPANIES—
CALENDAR YEAR 1941
PROFIT AND LOSS ACCOUNT—ENTIRE COMPANY

I T E M S	Western Union Telegraph Company	Postal Telegraph-Cable Company
Credit balance at beginning of year.....	\$ 77,004,604.03	\$.....
Credit balance transferred from income.....	7,366,239.86	.....
Miscellaneous credits.....	4,788.94	.....
Debit balance carried to balance sheet.....	.....	8,117,202.20
Total Credits.....	\$ 84,375,632.83	\$ 8,117,202.20
Debit balance at beginning of year.....	\$.....	\$ 7,601,549.22
Debit balance transferred from income.....	.....	515,652.98
Dividend appropriations of surplus.....	2,090,078.00	.....
Miscellaneous appropriations of surplus.....	12,000,000.00	.....
Miscellaneous debit.....	115,328.99	.....
Credit balance carried to balance sheet.....	70,170,225.84	.....
Total Debits.....	\$ 84,375,632.83	\$ 8,117,202.20

STATISTICS OF TELEGRAPH-CABLE COMPANIES—
CALENDAR YEAR 1941
INCOME ACCOUNT—ENTIRE COMPANY

I T E M S	Western Union Telegraph Company	Postal Telegraph-Cable Company
Telegraph and cable operating revenues.....	\$ 114,083,764.46	\$ 3,696,727.94
Telegraph and cable operating expenses.....	93,289,375.47	3,941,889.23
Net telegraph and cable operating revenues.....	\$ 20,794,388.99	\$ * 245,161.29
Uncollectible operating revenues.....	\$ 396,691.00	\$ 10,675.24
Taxes assignable to operations.....	7,573,492.34	201,723.07
Deductions from net operating revenues.....	\$ 7,970,183.34	\$ 212,398.31
Operating income.....	\$ 12,824,205.65	\$ * 457,559.60
NON-OPERATING INCOME		
Income from lease of plant.....	\$ 78,627.00	\$
Miscellaneous rent income.....	11,376.91	495.00
Dividend income.....	1,037,553.42	.....
Interest income.....	307,281.65	* 5,381.01
Miscellaneous non-operating income.....	4,870.19	.....
Total non-operating income.....	\$ 1,439,709.17	\$ 5,876.01
Gross income.....	\$ 14,263,914.82	\$ * 451,683.59
DEDUCTIONS FROM GROSS INCOME		
Rent for lease of plant.....	\$ 2,555,533.97	\$
Miscellaneous rents.....	374,582.28	25,191.61
Interest on funded debt.....	3,958,778.34	38,777.78
Other interest deductions.....	8,780.37	.....
Total deductions from gross income.....	\$ 6,897,674.96	\$ 63,969.39
Net Income—Transferred to Profit and Loss.....	\$ 7,366,239.86	\$ * 515,652.98

*—Indicates debit item or deficit.

STATISTICS OF TELEGRAPH-CABLE COMPANIES—CALENDAR YEAR 1941
OPERATING REVENUES AND EXPENSES, ENTIRE COMPANY AND STATE OF FLORIDA

I T E M S	WESTERN UNION TELEGRAPH COMPANY			
	Entire Company	STATE OF FLORIDA		
		Intrastate	Interstate	Total
OPERATING REVENUES				
Revenue from transmission—Telegraph.....	\$97,642,812.37	\$ 726,714.22	\$ 2,075,725.10	\$ 2,802,439.32
Revenues from transmission—Cable.....	6,378,134.47			
Operations other than transmission.....	11,622,871.63	110,387.46	132,168.25	242,555.71
Contract payments to transportation companies—Debit.....	1,560,054.01	1,163.50	2,015.44	3,178.94
Total operating revenues.....	\$114,083,764.46	\$ 835,938.18	\$ 2,205,877.91	\$ 3,041,816.09
OPERATING EXPENSES				
Maintenance expenses.....	\$21,514,370.86	\$.....	\$.....	\$ 567,203.19
Conducting operations.....	67,525,648.47			1,805,701.76
General and miscellaneous expenses.....	4,249,356.14			103,695.38
Total operating expenses.....	\$93,289,375.47	\$.....	\$.....	\$ 2,476,600.33
Ratio of operating expenses to revenue—Per cent.....	81.80			81.42

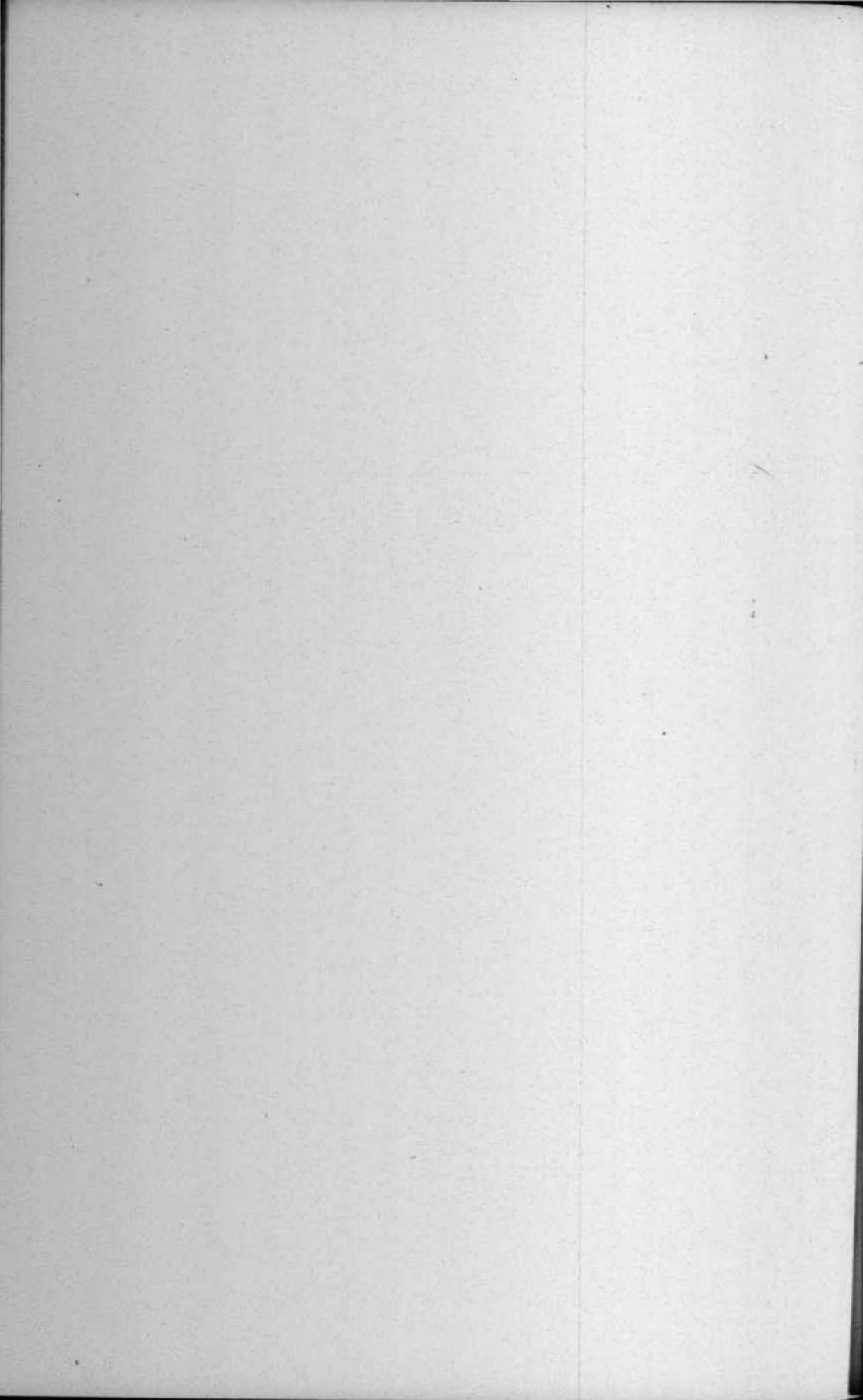
Note—State revenues represent collections in the State for both intrastate and interstate business.

STATISTICS OF TELEGRAPH-CABLE COMPANIES—CALENDAR YEAR 1941
OPERATING REVENUES AND EXPENSES—ENTIRE COMPANY AND STATE OF FLORIDA

I T E M S	POSTAL TELEGRAPH-CABLE COMPANY			
	ENTIRE COMPANY	STATE OF FLORIDA		
		Intrastate	Interstate	Total
OPERATING REVENUES				
Revenues from transmission—Telegraph.....	\$ 3,384,021.59	\$ 158,373.61	\$ 467,936.92	\$ 626,310.53
Operations other than transmission.....	312,706.35	36,106.72	60,315.11	96,421.83
Total operating revenues.....	\$ 3,696,727.94	\$ 194,480.33	\$ 528,252.03	\$ 722,732.36
OPERATING EXPENSES				
Maintenance expenses.....	\$ 923,267.05	\$.....	\$.....	\$ 179,096.37
Conducting operations.....	2,874,911.38	.....	.....	559,403.12
General and miscellaneous expenses.....	143,710.80	.....	.....	28,804.26
Total Operating Expenses.....	\$ 3,941,889.23	\$.....	\$.....	\$ 767,303.75
Ratio of Operating Expenses to Revenues—Per cent.....	106.63	.....	.....	106.17

Note—The revenues are actual in accordance with agreement between this company and associated companies under date of January 1, 1931.

Telephone Companies



STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1941
NAME OF COMPANY, BUSINESS ADDRESS, EXCHANGES AND SUBSCRIBER'S STATIONS IN OPERATION—
ALL COMPANIES

NAME OF COMPANY	BUSINESS ADDRESS	EXCHANGES	Exchange	Rural	Extension	Farmer	P.B.X. and Intercom.	Total
Callahan Telephone & Telegraph Co.....	Callahan, Fla.....	Callahan.....	29	22	2			53
		Hilliard.....	16	3				19
		Cottondale.....	45					45
Cottondale Telephone Co.....	Cottondale, Fla.....	Alachua.....	59	4	5	1		69
Florida Telephone Corp.....	Leesburg, Fla.....	Apopka.....	126	50	44			220
		Bushnell.....	44	11	5			60
		Clermont.....	111	19		15		145
		Crescent City.....	109	19	12			140
		Crystal River.....	25	14	5			44
		Dade City.....	186	80	31			297
		Eustis.....	338	42	54		12	446
		Groveland.....	33	3	7			43
		Hastings.....	58	62	19			139
		High Springs.....	145	4	7	4		160
		Inverness.....	96		5	1		102
		Jasper.....	112	1	7			120
		Kissimmee.....	242	8	38	4		292
		Lake Butler.....	37	3	2	3		45
		Leesburg.....	608	170	117		23	918
		Live Oak.....	372	20	43		29	464
		Mayo.....	36					36
		Mount Dora.....	197	64	32	3	90	386
		Ocala.....	1,215	283	274	6	207	1,985
		St. Cloud.....	60	5	3	3		71
		Tavares.....	114	12	31			157
		Umatilla.....	73	10	11			94
		White Springs.....	20		1	1		22
		Wildwood.....	32	10	1	1		44
		Williston.....	100	2	3	7		112
		Winter Garden.....	236	103	53		9	401
Gulf Telephone Co.....	Perry, Fla.....	Perry.....	265	27	31	7	60	390
Inter-County Telephone Co.....	Fort Myers, Fla.....	Arcadia.....	394	37	75		147	653
		Avon Park.....	199	43	41		186	469
		Boca Grande and Useppa.....	78		36		413	527
		Bowling Green.....	14	2				16

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1941
NAME OF COMPANY, BUSINESS ADDRESS, EXCHANGES AND SUBSCRIBER'S STATIONS IN OPERATION—
ALL COMPANIES

NAME OF COMPANY	BUSINESS ADDRESS	EXCHANGES	Exchange	Rural	Extension	Farmer	P. B. X. and Intercom.	Total
		Clewiston.....	166		19		118	303
		Everglades.....	53	10		20		83
		Fort Meade.....	124	12	8	3		147
		Ft. Myers.....	1,097		215		433	1,745
		Ft. Myers Beach.....	45		9			54
		LaBelle.....	44	2	3			49
		Lake Placid.....	33		8		34	75
		Moore Haven.....	37	4				41
		Naples.....	70		18		104	192
		Okeechobee.....	99	3	7		50	159
		Punta Gorda.....	206	12	13		217	448
		Sebring.....	327		59	3	498	887
		Wauchula.....	215		25			240
Maccleddy Telephone Co.....	Maccleddy, Fla.....	Maccleddy.....	44	2	1			47
McIntosh Telephone Co.....	McIntosh, Fla.....	McIntosh.....	34	61				95
Milton Telephone Exchange.....	Milton, Fla.....	Milton.....	139	32	4	11		186
Molino Telephone Co.....	Molino, Fla.....	Molino.....	13					13
Orange City Telephone Co.....	Orange City, Fla.....	Orange City.....	35	5	1			41
Peninsular Telephone Co.....	Tampa, Fla.....	Auburndale.....	146		21		24	191
		Bartow.....	790		205		31	1,026
		Bradenton.....	2,105		332		432	2,869
		Clearwater.....	2,184		448		1,215	3,847
		Frost Proof.....	183		27		18	228
		Gulf Beaches.....	344		53		388	785
		Haines City.....	393		99		50	542
		Lakeland.....	3,147		514		559	4,220
		Lake Wales.....	764		232		180	1,176
		Largo.....	232		30			262
		Mulberry.....	131		16			147
		New Port Richey.....	126		6			132
		Plant City.....	852	2	109		92	1,055
		St. Petersburg.....	10,123		1,592		4,655	16,370
		Sarasota.....	2,392		432		568	3,392
		Tampa.....	18,343		3,357		3,542	25,242
		Tarpon Springs.....	399		48		19	466
		Venice.....	190		25		41	256

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1941
NAME OF COMPANY, BUSINESS ADDRESS, EXCHANGES AND SUBSCRIBER'S STATIONS IN OPERATION—
ALL COMPANIES

NAME OF COMPANY	BUSINESS ADDRESS	EXCHANGES	Exchange	Rural	Extension	Farmer	P.B.X. and Intercom.	Total
Quincy Telephone Co.	Quincy, Fla.	Winter Haven.	1,454		365		134	1,953
Riverside Telephone Co.	Blountstown, Fla.	Quincy	589	101	103		11	804
		Blountstown	95	4	2			101
		Wewahitchka	3					3
St. Joseph Telephone & Telegraph Co.	Port St. Joe, Fla.	Apalachicola	100		6			106
		Chattahoochee	131		8			139
		Port St. Joe	158		14		9	181
Sneads Telephone Co.	Sneads, Fla.	Sneads	23	6				29
Southeastern Telephone Co.	327 S. LaSalle St.	Bonifay	101		2			103
	Chicago, Ill.	Crestview	119	11	10			140
		DeFuniak Springs	297	23	29			349
		Ft. Walton	22	14				36
		Greenville	15	2	1			18
		Madison	202	8	12	8		230
		Monticello	190	30	14	5		239
		Ponce de Leon	6					6
		Tallahassee	3,153	135	515		933	4,736
		Valpariso	39	4	1			44
		Archer	54	27	1			82
		Baldwin	26		2			28
		Belle Glade	224	3	48			275
		Boca Raton	79		20		510	609
		Boynton	69		16			85
		Brooksville	226	3	18	12	39	298
		Bunnell	51	5	3			59
		Camp Blanding	8		4		1,231	1,243
		Cedar Keys	19		1			20
		Chipley	251	3		32		286
		Cocoa	436	33	80		217	766
		Cross City	82	6	12			100
		Daytona Beach	3,489	8	612	5	1,950	6,064
		DeLand	933	25	195	15	316	1,484
		Delray Beach	561		120		263	944
		Dunnellon	67	7	3			77
		Eau Gallie	55		4		69	129
		Elgin Field					285	285
		Fernandina	329		28		48	405
Southern Bell Telephone & Telegraph Co.	Hurt Building, Atlanta, Ga.							

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1941
NAME OF COMPANY, BUSINESS ADDRESS, EXCHANGES AND SUBSCRIBER'S STATIONS IN OPERATION—
ALL COMPANIES

NAME OF COMPANY	BUSINESS ADDRESS	EXCHANGES	Exchange	Rural	Extension	Farmer	P. B. X. and Intercom.	Total
		Fr. Lauderdale.....	2,945	4	550		942	4,441
		Fr. Pierce.....	827	25	152		171	1,175
		Gainesville.....	2,409	7	373	6	521	3,316
		Geneva.....	26		3			29
		Golden Beach.....	162	46	42		34	284
		Graceville.....	85	16	8			109
		Green Cove Springs.....	125	20	16		51	212
		Havana.....	112	13	7			132
		Hawthorne.....	37	1	4			42
		Hobe Sound.....	102		95		139	336
		Hollywood.....	1,067		171		1,069	2,307
		Homestead.....	341	96	50			487
		Jacksonville.....	26,056	193	4,871	17	6,896	38,033
		Jacksonville Beach.....	731		63		50	844
		Key West.....	1,008		141		620	1,769
		Lake City.....	604	17	51	26	163	861
		Lake Park.....	32		7		13	52
		Lake Worth.....	651	6	90		248	995
		Lynn Haven.....	46		4			50
		Mandarin.....	69	9				87
		Melbourne.....	256	16	29		136	437
		Miami.....	39,283		8,432		35,103	82,818
		Micanopy.....	18	19	2			39
		New Smyrna.....	387	18	48	1	56	510
		Orange Park.....	57	18	7			82
		Orlando.....	6,761	58	1,482	44	1,974	10,319
		Oviedo.....	78	4	5			87
		Pahokee.....	255		52		1	308
		Palatka.....	700	66	109		128	1,003
		Panama City.....	1,352	8	192		251	1,803
		Pensacola.....	5,539	130	785		688	7,142
		Perrine.....	61	4	11			76
		Pierson.....	68	15	3			86
		Pomona.....	30	18	1			49
		Pompano.....	192		23		185	400
		Ponte Vedra.....	70		17		157	244

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1941
NAME OF COMPANY, BUSINESS ADDRESS, EXCHANGES AND SUBSCRIBER'S STATIONS IN OPERATION—
ALL COMPANIES

NAME OF COMPANY	BUSINESS ADDRESS	EXCHANGES	Exchange	Rural	Extension	Farmer	P. B. X. and Intercom.	Total
		St. Augustine.....	1,939	12	315	15	776	3,057
		Sanford.....	1,192	28	187		132	1,539
		Sebastia.....	33	36	6			75
		Stuart.....	264	13	44		87	408
		Titusville.....	137		19			156
		Trenton.....	58	10	1			69
		Vero Beach.....	431	21	55		102	609
		West Palm Beach...	5,907	13	2,312		4,819	13,051
Starke Telephone Co.....	Starke, Fla.....	Starke.....	183		5	4		192
West Florida Telephone & Telegraph Co.....	Marianna, Fla.....	Marianna.....	452	27	51		80	610
Winter Park Telephone Co.....	Winter Park, Fla.....	Winter Park.....	1,015	7	274		222	1,518
		Total.....	169,258	2,730	32,354	283	76,273	280,898

Note—Annual Reports not received from Hampton Telephone Company and West Putnam Telephone Company.

OF THE RAILROAD COMMISSION

327

no. telephone
1-1-1943 - 211,760
no. telephone

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1941
GENERAL BALANCE SHEET—CLASS "A" AND "B" COMPANIES AT DECEMBER 31, 1941

NAME OF COMPANY	A S S E T S							
	Telephone Plant	Investments in Affiliated Companies	Other Investments	Miscellaneous Physical Property	Sinking Funds	Current Assets	Deferred Charges	Total
Florida Telephone Corporation	\$ 1,182,958.54	\$	\$ 400,000.00	\$	\$	\$ 85,138.50	\$ 81,780.52	\$ 1,749,877.56
Gulf Telephone Co.	47,070.54	.....	.....	.....	.....	738.71	.....	47,809.25
Inter County Telephone & Telegraph Co. . .	2,072,435.62	.....	.....	.....	.....	108,300.35	14,322.53	2,195,058.50
Milton Telephone Exchange	39,510.82	.....	720.00	.....	.....	9,016.22	36.60	49,283.64
Peninsular Telephone Co.	12,706,490.73	.....	27,140.21	12,835.41	730.00	1,344,297.87	547,530.06	14,639,024.28
Quincy Telephone Co., Inc.	118,371.20	.....	6,555.13	.....	.....	7,504.56	.....	132,430.89
St. Joseph Telephone & Telegraph Co.	149,347.01	.....	.....	12,124.69	.....	44,934.34	429.35	206,835.39
Southeastern Telephone Co.	1,652,319.01	.....	3,158.39	.....	.....	438,002.08	15,028.24	2,108,507.72
Southern Bell Telephone & Telegraph Co. .	336,201,233.30	836,717.47	2,203,732.66	579,367.23	.....	19,569,114.31	3,352,087.40	362,742,252.37
Lessee West Florida Telephone & Tele- graph Co. ....	.....	.....	41,611.53	.....	.....	15,124.16	.....	56,735.69
Winter Park Telephone Co.	273,806.15	13,567.18	.....	.....	.....	14,696.24	6,973.68	309,043.25
Total	\$354,443,542.92	\$ 850,284.65	\$2,682,917.92	\$ 604,327.33	\$ 730.00	\$21,636,867.34	\$4,018,188.38	\$384,236,858.54

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1941
GENERAL BALANCE SHEET—CLASS "A" AND "B" COMPANIES AT DECEMBER 31, 1941

NAME OF COMPANY	LIABILITIES								
	Stock	Long-Term Debt	Current Liabilities	Accrued Liabilities Not Due	Deferred Credits and Reserves	Contributions of Telephone Plant	Surplus Reserved	Unappropriated Surplus	Total
Florida Telephone Corp. . .	\$ 443,800.00	\$ 840,550.00	\$ 68,704.57	\$ 75,666.29	\$ 167,016.68	\$	\$	\$ 154,140.02	\$ 1,749,877.56
Gulf Telephone Co.	10,000.00		7,369.66		28,290.00			2,149.59	47,809.25
Inter County Telephone & Telegraph Co.	825,000.00	711,547.70	74,531.53	18,156.83	506,417.89	20,799.13		38,605.42	2,195,058.50
Milton Telephone Exchange	13,682.00		1,382.80	499.44	23,978.22			9,741.18	49,283.64
Peninsular Telephone Co. . .	5,216,220.57	3,672,000.00	294,667.79	595,523.97	4,071,727.10	42,911.32		745,973.53	14,639,024.28
Quincy Telephone Co., Inc. .	55,500.00		2,671.48	1,524.24	49,756.98			22,978.19	132,430.89
St. Joseph Telephone & Telegraph Co.	50,000.00		59,993.26	2,708.26	55,377.28			38,756.59	206,835.39
Southeastern Telephone Co. .	695,375.00	600,000.00	125,314.19	34,786.80	375,020.92	16,446.38	88,359.29	173,205.14	2,108,507.72
Southern Bell Telephone & Telegraph Co.	175,000,000.00	92,471,320.17	10,951,284.56	10,059,271.84	69,078,395.69			5,181,980.11	362,742,252.37
Lessee West Florida Telephone & Telegraph Co.			315.00	296.87				56,123.82	56,735.69
Winter Park Telephone Co. .	52,600.00	145,000.00	26,659.00	271.81	54,539.96	1,281.76		28,690.72	309,043.25
Total	\$182,362,177.57	\$98,440,417.87	\$11,612,893.84	\$10,788,706.35	\$74,410,520.72	\$ 81,438.59	\$ 88,359.29	\$6,452,344.31	\$384,236,858.54

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1941
INCOME ACCOUNT—CLASS "A" AND "B" COMPANIES—ENTIRE COMPANY

NAME OF COMPANY	Telephone Operating Revenues	Telephone Operating Expenses	Net Telephone Operating Revenues	Rent for Lease of Operating Property	Operating Taxes	Net Operating Income
Florida Telephone Corporation.....	\$ 374,717.81	\$ 242,873.59	\$ 131,844.22	\$	\$ 51,000.00	\$ 80,844.22
Gulf Telephone Company.....	13,125.14	11,413.84	1,711.30	.....	893.88	817.42
Inter County Telephone & Telegraph Company.....	284,891.42	193,985.49	90,905.93	.....	21,087.66	69,818.27
Milton Telephone Exchange.....	12,200.02	10,497.38	1,702.64	.....	1,158.99	543.65
Peninsular Telephone Company.....	3,044,803.48	1,586,184.53	1,458,618.95	.....	675,857.00	782,761.95
Quincy Telephone Company, Inc.....	31,671.57	25,686.79	5,984.78	.....	2,808.63	3,176.15
St. Joseph Telephone & Telegraph Company.....	28,113.54	28,219.66	* 106.12	.....	4,202.19	* 4,308.31
Southeastern Telephone Company.....	423,455.14	283,499.31	139,955.83	.....	55,794.03	84,161.80
Southern Bell Telephone & Telegraph Company.....	88,340,570.88	58,061,062.34	30,279,508.54	.....	14,899,469.07	15,380,039.47
Lessee West Florida Telephone & Telegraph Company.....	27,373.34	15,764.62	11,608.72	4,200.00	1,880.23	5,528.49
Winter Park Telephone Company.....	63,434.00	41,920.52	21,513.48	.....	5,424.23	16,089.25
Total.....	\$92,644,356.34	\$60,501,108.07	\$32,143,248.27	\$ 4,200.00	\$15,719,575.91	\$16,419,472.36

*—Indicates debit item or deficit.

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1941
INCOME ACCOUNT—CLASS "A" AND "B" COMPANIES—ENTIRE COMPANY (Continued)

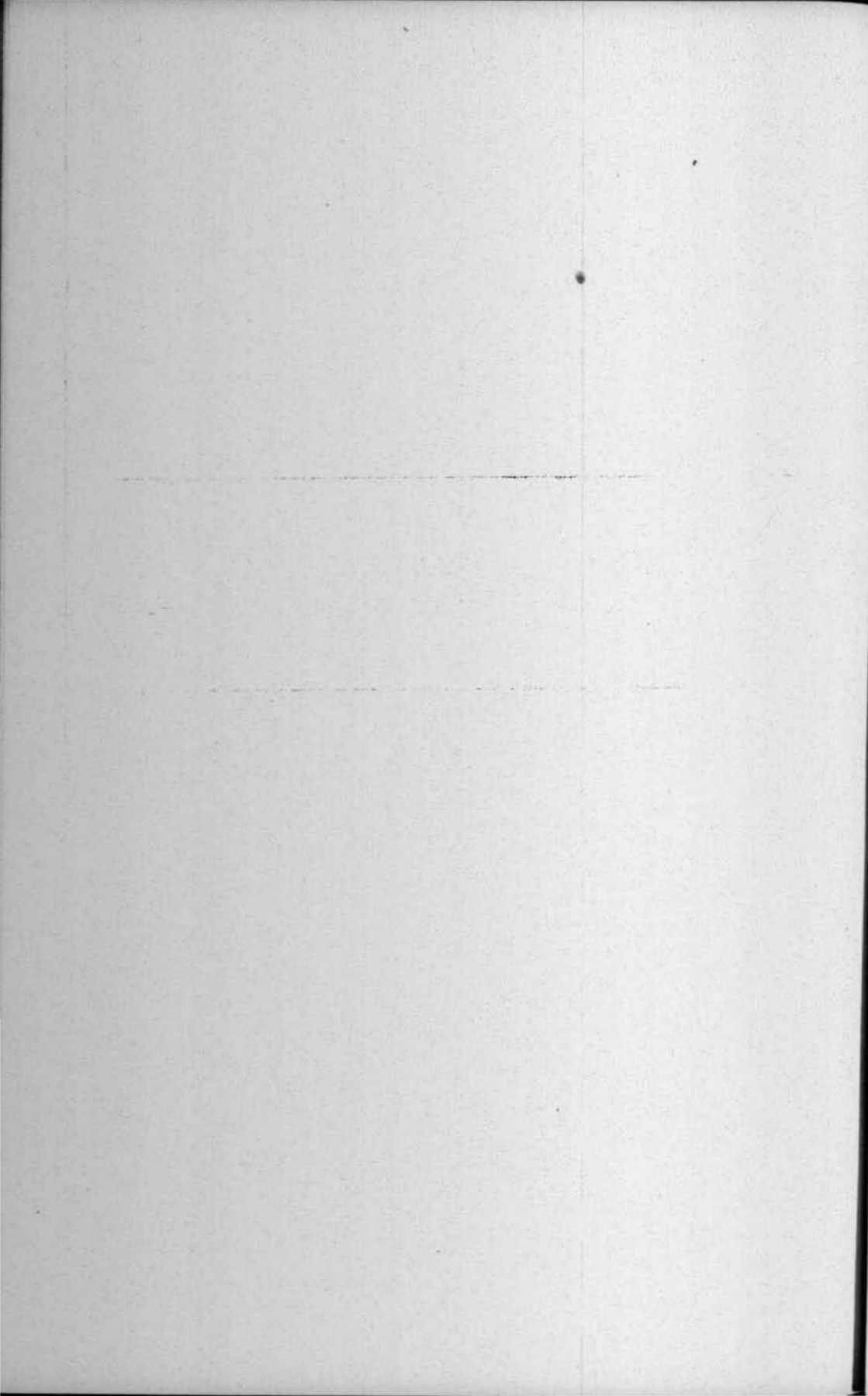
NAME OF COMPANY	Other Income	Miscellaneous Deductions from Income	Income Available for Fixed Charges	Fixed Charges	Net Income	Dividend Appropriations	Income Balance
Florida Telephone Corporation.....	\$ 16,000.00	\$	\$ 96,844.22	\$ 59,369.28	\$ 37,474.94	\$ 8,842.00	\$ 28,632.94
Gulf Telephone Company.....			817.42	499.84	317.58		317.58
Inter Country Telephone & Telegraph Company..			69,818.27	42,438.93	27,379.34		27,379.34
Milton Telephone Exchange.....			543.65		543.65		543.65
Peninsular Telephone Company.....	7,154.49	17,032.57	772,883.87	145,388.74	627,495.13	140,000.00	487,495.13
Quincy Telephone Company, Inc.....	175.50		3,351.65		3,351.65	600.00	2,751.65
St. Joseph Telephone & Telegraph Company....	9,441.69	296.57	4,836.81		4,836.81		4,836.81
Southeastern Telephone Company.....	7,203.48	96.46	91,268.82	19,264.14	72,004.68		72,004.68
Southern Bell Telephone & Telegraph Company	406,888.97	707,648.19	15,079,280.25	3,385,204.61	11,694,075.64	10,850,000.00	844,075.64
Lessee West Florida Telephone & Telegraph Co.	949.99		6,478.48		6,478.48		6,478.48
Winter Park Telephone Company.....			16,089.25	6,572.96	9,516.29	919.58	8,596.71
Total.....	\$ 447,814.12	\$ 725,073.79	\$16,142,212.69	\$ 3,658,738.50	\$12,483,474.19	\$11,000,361.58	\$ 1,483,112.61

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1941
INCOME ACCOUNT—CLASS "C" COMPANIES

NAME OF COMPANY	Total Operating Revenue	Total Operating Expenses	Taxes	Interest and Miscellaneous Deductions	Net Income
Callahan Telephone & Telegraph Company.....	\$ 3,044.40	\$ 2,155.98	\$ 99.45	\$ 60.00	\$ 728.97
Cortondale Telephone Company.....	1,991.97	1,834.00	89.80		68.17
Macclenny Telephone Company.....	2,685.75	2,287.49	153.57		242.69
McIntosh Telephone Company.....	3,443.09	3,214.77	486.62	190.66	448.96
Molino Telephone Company.....	375.52	434.60	8.70		67.78
Orange City Telephone Company.....	1,679.31	1,855.85	159.50	12.15	348.19
Riverside Telephone Company.....	6,830.18	6,090.86	303.43	545.04	109.15
Sneads Telephone Exchange.....	851.17	507.80	50.45		292.92
Starke Telephone Company.....	7,929.76	6,665.70	300.00		964.06
Total.....	\$ 28,831.15	\$ 25,047.05	\$ 1,653.52	\$ 807.85	\$ 1,322.73

*—Indicates deficit

**Auto Transportation
Companies**



**AUTO TRANSPORTATION COMPANIES AND INDIVIDUALS
OPERATING LESS THAN FULL CALENDAR YEAR 1941**

NAME OF COMPANY OR INDIVIDUAL	FROM	TO
BUS OPERATIONS		
Air Base Bus Lines, Inc. (A).....	February 7, 1941	December 31, 1941
Ashmore Coach Lines (A).....	February 15, 1941	December 31, 1941
Clarke Motor Lines, Inc.	January 1, 1941	June 13, 1941
Cocoa & Peninsula Motor Lines, Inc.	April 11, 1941	December 31, 1941
Gator Motor Lines, Inc.	January 1, 1941	March 31, 1941
Georgia Florida Coaches, Inc. (A).....	April 30, 1941	December 31, 1941
Glades "K" Motor Lines.	January 1, 1941	April 30, 1941
Glades Motor Lines, Inc (A).....	May 1, 1941	December 31, 1941
West Florida Transportation.	January 1, 1941	July 31, 1941
TRUCK OPERATIONS		
Cheshire Truck Line.....	July 22, 1941	December 31, 1941
University City Transfer Company, Inc. (B).....	January 1, 1941	May 22, 1941

(A)-Indicates new operations.

(B)-Sold to Flamingo Truck Lines, Inc.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1941
GENERAL BALANCE SHEET—ENTIRE COMPANY
(Gross revenue less than \$100,000 annually)

NAME OF COMPANY OR OPERATOR	ASSETS							
	Plant and Equipment	Investments	Reserve Funds	Special Deposits	Current Assets	Prepayments	Deferred Charges	Grand Total
TRUCK OPERATIONS— COMMON CARRIER								
Bee Line Transfer.....	\$ 64,004.74	\$.....	\$.....	\$ 10.00	\$ 1,098.63	\$ 815.54	\$.....	\$ 65,928.91
C. & H. Transfer Company.....	20,825.80	.....	.....	.....	715.85	75.00	.....	21,616.65
Cheshire Truck Line.....	2,500.00	.....	.....	.....	1,579.43	18.75	.....	4,098.18
Fogarty Brothers Transfer, Inc.....	44,753.86	9,266.97	.....	30.00	4,572.06	1,376.48	.....	59,999.37
Green Brothers Transfer Company.....	15,078.75	.....	.....	.....	322.61	.....	.....	15,401.36
Highway Transportation Company.....	1,433.30	.....	.....	.....	604.25	38.58	.....	2,076.13
Hunt Truck Line.....	47,955.75	.....	.....	5.00	1,039.39	1,216.79	.....	50,216.93
Overseas Transportation Company, Inc.....	82,098.11	.....	.....	.....	33,591.97	.....	.....	115,690.08
Peters Truck Line.....	1,547.50	.....	.....	.....	2,700.75	.....	.....	4,248.25
Union Express Freight Company, Inc.....	30,697.61	.....	.....	.....	3,021.81	297.00	.....	34,016.42
University City Transfer Company, Inc.....	16,908.35	1,000.00	.....	.....	9,574.21	144.16	.....	27,626.72
Total Truck Operations—Common Carrier	\$ 327,803.77	\$ 10,266.97	\$.....	\$ 45.00	\$ 58,820.96	\$ 3,982.30	\$.....	\$ 400,919.00

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1941

GENERAL BALANCE SHEET—ENTIRE COMPANY

(Gross revenue less than \$100,000 annually)

NAME OF COMPANY OR OPERATOR	ASSETS							
	Plant and Equipment	Investments	Reserve Funds	Special Deposits	Current Assets	Prepayments	Deferred Charges	Grand Total
BUS OPERATIONS—COMMON CARRIER								
Air Base Bus Lines, Inc.	\$ 65,904.65	\$.	\$.	\$.	\$ 4,333.22	\$.	\$.	\$ 70,237.87
Alaga Coach Lines, Inc.	97,392.99				1,847.26		5,000.00	104,240.25
Ashmore Coach Line	594.90				952.44			1,547.34
Clarke Motor Lines, Inc.	4,234.75				206.00	32.00		4,472.75
Cocoa & Peninsula Motor Lines, Inc.	4,799.25				87.14	452.35		5,338.74
Gator Motor Lines, Inc.	22,153.56				1,131.74	177.25		23,462.55
Georgia Florida Coaches, Inc.	20,700.00				7,033.72	225.00		27,958.72
Glades "K" Motor Lines	16,284.65				77.98	300.10		16,662.73
Glades Motor Lines, Inc.	28,789.28			500.00	7,121.34	622.25	1,205.22	38,238.09
Gulf Coast Motor Lines, Inc.	13,615.11				2,468.54	946.34		17,029.99
Lee Coach Line	40,465.60			25.00	12,111.63	2,706.05		55,308.28
Miami-Opalocka Bus Line, Inc.	8,145.75			25.00	310.55	912.29		9,393.59
J. O. Miller Bus Line	12,000.00				2,052.21	856.25		14,908.46
Monroeville Bus Company, Inc.	49,819.66			18.00	8,825.86	2,687.20		61,350.72
Orange Lines, Inc.	129,070.09			695.00	27,324.17	5,294.86	7,776.60	170,160.72
Orlando Transit Company	3,865.42	83,890.48	1,185.75	55.00	5,586.06		3,052.81	97,635.52
Pass-a-Grille Beach Bus Line	20,455.32				1,125.17	764.96		22,345.45
Southern Tours, Inc.	34,633.80			85.00	656.18	439.28		35,814.26
Suwannee & Gulf Stages	1,235.00				50.00	142.01		1,427.01
West Florida Transportation Company	1,469.66				1,365.52			2,835.18
Weaver Coach Line	1,030.00				108.00	74.33		1,212.33
Wise Motor Line	2,042.11				1,601.08			3,643.19
Total Bus Operations—Common Carrier	\$ 578,701.55	\$ 83,890.48	\$ 1,185.75	\$ 1,403.00	\$ 86,375.81	\$ 16,632.52	\$ 17,034.63	\$ 785,223.74
COMBINATION BUS AND TRUCK OPERATIONS								
McJunkin, Wayne F.	\$ 32,443.60	\$.	\$.	\$.	\$ * 104.47	\$ 1,579.86	\$.	\$ 33,918.99
St. Andrews Bay Transportation Company	103,114.76	6.00		543.27	37,313.78	1,718.90	476.97	143,173.68
Total Combination Bus & Truck Operations	\$ 135,558.36	\$ 6.00	\$.	\$ 543.27	\$ 37,209.31	\$ 3,298.76	\$ 476.97	\$ 177,092.67

*Indicates credit items.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1941
GENERAL BALANCE SHEET—ENTIRE COMPANY
 (Gross revenue less than \$100,000 annually)

NAME OF COMPANY OR OPERATOR	LIABILITIES								
	Corporate Capital Liabilities	Non-Corporate Proprietor- ship	Funded Debt	Current Liabilities	Accrued Liabilities	Deferred Credits	Reserve Accounts	Corporate Surplus	Grand Total
TRUCK OPERATIONS— COMMON CARRIER									
Bee Line Transfer.....	\$.....	\$42,244.50	\$ 824.00	\$ 1,750.17	\$ 335.21	\$.....	\$ 20,775.03	\$.....	\$ 65,928.91
C. & H. Transfer Company.....	.....	1,039.26	.....	.....	1,315.92	.....	19,261.47	.....	21,616.65
Cheshire Truck Line.....	.....	2,979.96	.....	.....	1,098.13	.....	20.09	.....	4,098.18
Fogarty Brothers Transfer, Inc.....	10,000.00	.....	7,262.50	16,875.20	1,396.21	.....	24,983.25	* 517.79	59,999.37
Green Brothers Transfer Company.....	.....	3,935.70	2,818.10	769.00	58.90	.....	7,819.66	.....	15,401.36
Highway Transportation Company.....	1,500.00	.....	.....	1,073.16	4.16	.....	300.00	* 801.19	2,076.13
Hunt Truck Line.....	.....	24,234.05	.....	7,430.52	579.08	.....	17,973.28	.....	50,216.93
Overseas Transportation Company, Inc.....	11,500.00	.....	8,000.00	46,851.22	6,908.44	.....	26,434.58	15,995.84	115,690.08
Peters Truck Line.....	.....	3,177.44	.....	800.00	.....	.....	270.81	.....	4,248.25
Union Express Freight Company, Inc.....	17,075.00	.....	660.00	7,313.39	.....	.....	9,532.22	* 564.19	34,016.42
University City Transfer Company, Inc.....	7,000.00	.....	469.50	7,345.37	318.01	.....	13,197.87	* 704.03	27,626.72
Total Truck Operations— Common Carrier.....	\$ 47,075.00	\$77,610.91	\$ 20,034.10	\$ 91,306.16	\$10,936.02	\$.....	\$ 140,548.17	\$13,408.64	\$ 400,919.00

*-Indicates debit items or deficit.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1941
GENERAL BALANCE SHEET—ENTIRE COMPANY
(Gross revenue less than \$100,000 annually)

NAME OF COMPANY OR OPERATOR	LIABILITIES								
	Corporate Capital Liabilities	Non-Corporate Proprietor- ship	Funded Debt	Current Liabilities	Accrued Liabilities	Deferred Credits	Reserve Accounts	Corporate Surplus	Grand Total
BUS OPERATIONS— COMMON CARRIER									
Air Base Bus Line, Inc.	\$ 5,000.00	\$	\$ 31,443.83	\$ 16,498.98	\$ 6,496.56	\$	\$ 9,585.10	\$ 1,213.40	\$ 70,237.87
Alaga Coach Lines, Inc.	2,500.00	.....	.....	32,693.22	.....	.....	28,221.15	40,825.88	104,240.25
Ashmore Coach Line. ....	.....	* 533.74	.....	2,081.08	.....	.....	.....	.....	1,547.34
Clarke Motor Lines, Inc.	5,000.00	.....	.....	1,145.45	.....	.....	2,633.74	* 4,306.44	4,472.75
Cocoa & Peninsular Motor Lines, Inc.	5,700.00	.....	1,120.00	1,203.06	232.70	.....	753.09	* 3,670.11	5,338.74
Gator Motor Lines, Inc.	500.00	.....	12,095.24	3,241.35	1,242.27	.....	3,247.68	3,136.01	23,462.55
Georgia Florida Coaches, Inc.	20,700.00	.....	.....	8,674.33	29.42	.....	1,760.00	* 3,205.03	27,958.72
Glades "K" Motor Lines. ....	.....	1,172.37	1,773.19	2,806.53	125.99	.....	10,784.65	.....	16,662.73
Glades Motor Lines, Inc.	6,170.43	.....	15,817.86	12,843.22	206.56	.....	3,498.86	* 298.84	38,238.09
Gulf Coast Motor Lines, Inc.	500.00	.....	6,802.08	61.74	12.32	.....	3,664.63	5,989.22	17,029.99
Lee Coach Line. ....	.....	11,374.16	14,127.30	17,083.73	1,388.87	.....	11,334.22	.....	55,308.28
Miami-Opalocka Bus Line, Inc.	2,500.00	.....	3,688.50	6,367.75	189.00	75.89	1,425.86	* 4,853.41	9,393.59
J. O. Miller Bus Line. ....	.....	2,733.87	4,772.99	4,040.00	555.36	.....	2,806.24	.....	14,908.46
Monroeville Bus Company, Inc.	2,500.00	.....	8,441.70	5,579.11	843.94	.....	27,711.71	16,274.26	61,350.72
Orange Lines, Inc.	10,000.00	.....	105,187.32	29,838.09	2,452.59	1,019.44	22,408.07	* 744.79	170,160.72
Orlando Transit Company.	22,000.00	.....	47,476.15	2,036.73	3,172.96	.....	20,511.90	2,437.78	97,635.52
Pass-a-Grille Beach Bus Line. ....	.....	.....	7,864.18	2,365.88	54.62	.....	8,636.11	3,424.66	22,345.45
Southern Tours, Inc.	2,400.00	.....	722.35	40,293.25	530.23	.....	28,317.67	*36,449.24	35,814.26
Suwannee & Gulf Stages. ....	.....	499.54	474.70	.....	151.38	.....	301.39	.....	1,427.01
West Florida Transportation Company.	5,000.00	.....	.....	2,591.72	.....	.....	.....	* 4,756.54	2,835.18
Weaver Coach Line. ....	.....	881.67	.....	.....	10.80	.....	319.86	.....	1,212.33
Wise Motor Line. ....	.....	2,549.38	.....	.....	.....	.....	1,093.81	.....	3,643.19
Total Bus Operations— Common Carrier.	\$ 90,470.43	\$18,677.25	\$ 261,807.39	\$ 191,445.22	\$17,695.57	\$ 1,095.33	\$ 189,015.74	\$15,016.81	\$ 785,223.74
COMBINATION BUS AND TRUCK OPERATIONS									
McJunkin, Wayne F.	\$	\$14,349.73	\$ 3,000.00	\$ 4,123.81	\$ 78.54	\$	\$ 12,366.91	\$	\$ 33,918.99
St. Andrews Bay Transportation Co.	11,500.00	.....	78,439.43	20,311.36	843.38	7,672.36	38,072.00	*13,664.85	143,173.68
Total Combination Bus and Truck Operations.	\$ 11,500.00	\$14,349.73	\$ 81,439.43	\$ 24,435.17	\$ 921.92	\$7,672.36	\$ 50,438.91	\$13,664.85	\$ 177,092.67

*-Indicates debit item or deficit.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1941
PROFIT AND LOSS ACCOUNT—ENTIRE COMPANY
 (Gross revenue less than \$100,000 annually)

NAME OF COMPANY OR OPERATOR	Balance at Beginning of Period	Transferred from Income Account	Miscellaneous Credits	Miscellaneous Debits to P. & L. Account	Balance at Close of Period
TRUCK OPERATIONS—COMMON CARRIER					
Bee Line Transfer.....	\$.....	\$ * 2,042.18	\$.....	\$ * 2,042.18	\$.....
C. & H. Transfer.....	.....	2,996.08	.....	2,996.08	.....
Cheshire Truck Line.....	479.96	.....	479.96	.....	.....
Fogarty Brothers Transfer, Inc.....	656.44	* 1,174.23	.....	.....	* 517.79
Green Brothers Transfer Company.....	.....	* 785.79	.....	* 785.79	.....
Highway Transportation Company.....	* 594.60	* 175.38	.....	31.21	* 801.19
Hunt Truck Line.....	.....	43.26	.....	43.26	.....
Overseas Transportation Company, Inc.....	4,398.70	11,502.14	170.00	75.00	15,995.84
Peters Truck Line.....	.....	103.41	.....	103.41	.....
Union Express Freight Company, Inc.....	* 7,110.20	3,707.66	2,838.35	.....	* 564.19
University City Transfer Company, Inc.....	44.97	* 875.00	126.00	.....	* 704.03
Total Truck Operations—Common Carrier.....	\$ * 2,604.69	\$ 13,779.93	\$ 3,134.35	\$ 900.95	\$ 13,408.64

*—indicates debit item or deficit.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1941

PROFIT AND LOSS ACCOUNT—ENTIRE COMPANY

(Gross revenue less than \$100,000 annually)

NAME OF COMPANY OR OPERATOR	Balance at Beginning of Period	Transferred from Income Account	Miscellaneous Credits	Miscellaneous Debits to P. & L. Account	Balance at Close of Period
BUS OPERATIONS—COMMON CARRIER					
Air Base Bus Lines, Inc.	\$ 1,213.40	\$ 1,213.40			\$ 1,213.40
Alaga Coach Lines, Inc.	34,534.78	5,181.50	1,109.60		40,825.88
Ashmore Coach Line	*	928.64		928.64	*
Clarke Motor Lines, Inc.	2,836.29	1,470.15			4,306.44
Cocoa & Peninsula Motor Lines, Inc.	*	3,670.11			3,670.11
Gator Motor Lines, Inc.	2,679.10	684.89	6,500.00		3,136.01
Georgia Florida Coaches, Inc.	*	3,205.03			3,205.03
Glades "K" Motor Lines		483.89		483.89	*
Glades Motor Lines, Inc.	298.84	298.84			298.84
Gulf Coast Motor Lines, Inc.	6,238.69	249.47			5,989.22
Lee Coach Line		8,382.14		8,382.14	*
Miami-Opalocka Bus Line, Inc.	2,689.60	2,163.81			4,853.41
J. O. Miller Bus Line		815.64		815.64	
Monroeville Bus Company, Inc.	9,978.70	6,295.56			16,274.26
Orange Lines, Inc.	1,417.38	2,194.09	31.92		744.79
Orlando Transit Company	3,677.48	1,245.61	5.91		2,437.78
Pass-a-Grille Beach Bus Line	3,271.20	1,924.81	228.65	2,000.00	3,424.66
Southern Tours, Inc.	37,818.13	757.11			38,575.24
Suwannee & Gulf Stages		296.30		296.30	*
West Florida Transportation Company	4,763.27	6.73			4,756.54
Weaver Coach Line		336.59		336.59	
Wise Motor Line		576.07		576.07	
Total Bus Operations—Common Carrier	\$ 8,331.84	\$ 8,052.28	\$ 7,876.08	\$ 11,369.39	\$ 12,890.81
COMBINATION BUS AND TRUCK OPERATIONS					
McJunkin, Wayne F.	\$ 1,679.80	\$ 1,679.80	\$ 20.00	\$ 1,699.80	\$ 13,664.85
St. Andrews Bay Transportation Company	* 12,498.46	* 1,166.39			
Total Combination Bus and Truck Operations	\$ * 12,498.46	\$ 513.41	\$ 20.00	\$ 1,699.80	\$ * 13,664.85

* Indicates debit item or deficit.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1941

INCOME ACCOUNT—ENTIRE COMPANY

(Gross revenue less than \$100,000 annually)

NAME OF COMPANY OR OPERATOR	Auto Operating Revenues	Auto Operating Expenses	Net Revenue from Auto Operations	Net Revenue Affiliated or Auxiliary Operations	Net Operating Revenue	Auto Tax Accruals	Non- Operating Income	Income Deductions	Net Balance Carried to P. & L. Account
TRUCK OPERATIONS— COMMON CARRIER									
Bee Line Transfer.....	\$ 36,113.42	\$ 35,387.81	\$ 725.61	\$ 2,557.10	\$ 3,282.71	\$ 5,094.20	\$ 33.16	\$ 263.85	\$ * 2,042.18
C. & H. Transfer Company.....	15,102.13	9,747.55	5,354.58	821.57	4,533.01	1,536.93			2,996.08
Cheshire Truck Line.....	2,951.40	2,215.38	736.02		736.02	131.56		124.50	479.96
Fogarty Brothers Transfer, Inc.....	52,129.42	44,164.73	7,964.69	139.41	8,104.10	8,066.97		1,211.36	* 1,174.23
Green Brothers Transfer Company.....	23,196.24	21,179.35	2,016.89		2,016.89	2,467.29		335.39	* 785.79
Highway Transportation Company.....	2,763.76	2,202.05	561.71		561.71	701.00		36.09	* 175.38
Hunt Truck Line.....	61,696.75	52,470.92	9,225.83		9,225.83	8,862.33		320.24	43.26
Overseas Transportation Company, Inc..	203,639.11	173,300.51	30,338.60		30,338.60	18,226.46		610.00	11,502.14
Peters Truck Line.....	13,217.50	11,096.45	2,121.05		2,121.05	1,994.26		23.38	103.41
Union Express Freight Company, Inc....	84,124.36	68,324.77	15,799.59		15,799.59	10,811.48		1,280.45	3,707.66
University City Transfer Company, Inc..	15,981.22	13,493.34	2,487.88		2,487.88	3,179.55		183.33	* 875.00
Total Truck Operations— Common Carrier.....	\$ 510,915.31	\$ 433,582.86	\$ 77,332.45	\$ 1,874.94	\$ 79,207.39	\$ 61,072.03	\$ 33.16	\$ 4,388.59	\$ 13,779.93

*—Indicates debit item or deficit.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1941

INCOME ACCOUNT—ENTIRE COMPANY

(Gross revenue less than \$100,000 annually)

NAME OF COMPANY OR OPERATOR	Auto Operating Revenues	Auto Operating Expenses	Net Revenue from Auto Operations	Net Revenue Affiliated or Auxiliary Operations	Net Operating Revenue	Auto Tax Accruals	Non- Operating Income	Income Deductions	Net Balance Carried to P. & L. Acct.
BUS OPERATIONS— COMMON CARRIER									
Air Base Bus Lines, Inc.....	\$ 67,128.09	\$ 52,419.14	\$ 14,708.95	\$	\$ 14,708.95	\$ 11,372.40	\$	\$ 2,123.15	\$ 1,213.40
Alaga Coach Lines, Inc.....	71,880.86	54,606.91	17,273.95	17,273.95	17,273.95	11,639.90	452.55	5,181.50	5,181.50
Ashmore Coach Line.....	1,699.22	1,991.81	292.59	292.59	292.59	636.05	1,470.15	928.64	928.64
Clarke Motor Lines, Inc.....	1,667.70	2,954.23	1,286.53	1,286.53	1,286.53	183.62	3,670.11	684.89	684.89
Cocoa & Peninsula Motor Lines, Inc.....	2,593.88	4,943.44	2,349.56	2,349.56	2,349.56	1,276.00	44.55	3,205.03	3,205.03
Gator Motor Lines, Inc.....	8,189.13	6,985.33	1,203.80	1,203.80	1,203.80	1,548.33	340.36	483.89	483.89
Georgia Florida Coaches, Inc.....	724.57	3,427.03	2,702.46	2,702.46	2,702.46	502.57	157.23	258.84	258.84
Glades "K" Motor Lines.....	11,478.51	8,965.46	2,513.05	2,513.05	2,513.05	1,871.93	2,471.21	249.47	249.47
Glades Motor Lines, Inc.....	45,098.78	34,438.28	10,660.50	10,660.50	10,660.50	8,488.13	595.52	8,382.14	8,382.14
Gulf Coast Motor Lines, Inc.....	25,129.44	21,846.86	3,282.58	3,282.58	3,282.58	3,264.45	118.64	6,295.56	6,295.56
Lee Coach Line.....	60,969.15	41,259.57	19,709.58	19,709.58	19,709.58	10,731.92	1,836.55	2,194.09	2,194.09
Miami-Opalocka Bus Line, Inc.....	13,499.62	13,357.06	142.56	142.56	142.56	2,503.07	5,622.76	3,894.00	3,894.00
J. O. Miller Bus Line.....	11,305.45	8,768.40	2,537.05	2,537.05	2,537.05	1,602.77	174.99	1,924.81	1,924.81
Monroeville Bus Company, Inc.....	70,368.78	51,005.36	19,363.42	19,363.42	19,363.42	11,828.73	14,206.72	757.11	757.11
Orange Lines, Inc.....	173,067.83	134,671.80	38,396.03	38,396.03	38,396.03	28,219.95	3,894.00	296.30	296.30
Orlando Transit Company.....	7,991.00	8,857.55	866.55	866.55	866.55	2,107.82	1,052.95	6.73	6.73
Pass-a-Grille Beach Bus Line.....	23,331.04	17,674.15	5,656.89	5,656.89	5,656.89	3,557.09	40.53	336.59	336.59
Southern Tours, Inc.....	23,836.20	20,807.74	3,028.46	3,028.46	3,028.46	2,365.15	372.75	576.07	576.07
Suwannee & Gulf Stages.....	2,358.22	2,136.69	221.53	221.53	221.53	477.30	1,712.62	1,712.62	1,712.62
West Florida Transportation Company..	4,961.72	3,902.04	1,059.68	1,059.68	1,059.68	1,052.95	1,052.95	1,052.95	1,052.95
Weaver Coach Line.....	2,525.20	1,815.86	709.34	709.34	709.34	372.75	372.75	372.75	372.75
Wise Motor Line.....	6,463.93	4,175.24	2,288.69	2,288.69	2,288.69	1,712.62	1,712.62	1,712.62	1,712.62
Total Bus Operations— Common Carrier.....	\$ 636,268.32	\$ 501,009.95	\$ 135,258.37	\$	\$ 135,258.37	\$ 107,315.50	\$ 7,656.01	\$ 27,546.60	\$ 8,052.28
COMBINATION BUS AND TRUCK OPERATIONS									
McJunkin, Wayne F.....	\$ 25,303.74	\$ 19,108.96	\$ 6,194.78	\$	\$ 6,194.78	\$ 3,782.73	\$	\$ 732.25	\$ 1,679.80
St. Andrews Bay Transportation Co....	133,578.36	104,536.01	29,042.35	29,042.35	29,042.35	30,341.73	368.76	235.77	1,166.39
Total Combination Bus and Truck Operations.....	\$ 158,882.10	\$ 123,644.97	\$ 35,237.13	\$	\$ 35,237.13	\$ 34,124.46	\$ 368.76	\$ 968.02	\$ 513.41

*-Indicates debit item or deficit.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1941

OPERATING REVENUES—ENTIRE COMPANY

(Gross revenue less than \$100,000 annually)

NAME OF COMPANY OR OPERATOR	Passenger Revenue	Baggage Revenue	Special Chartered for Hire Bus Revenue	U.S. Mail (on Buses)	Express Revenue	Freight Revenue	Total Revenue from Transportation	Miscellaneous Operating Revenue	Total Revenue
TRUCK OPERATIONS— COMMON CARRIER									
Bee Line Transfer.....	\$.....	\$.....	\$.....	\$.....	\$.....	\$ 35,689.23	\$ 35,689.23	\$ 424.19	\$ 36,113.42
C. & H. Transfer Company.....						14,918.87	14,918.87	183.26	15,102.13
Cheshire Truck Line.....						2,918.60	2,918.60	32.80	2,951.40
Fogarty Brothers Transfer, Inc.....						51,005.43	51,005.43	1,123.99	52,129.42
Green Brothers Transfer Company.....						21,807.54	21,807.54	1,388.70	23,196.24
Highway Transportation Company.....						2,758.21	2,758.21	5.55	2,763.76
Hunt Truck Line.....						60,611.46	60,611.46	1,085.29	61,696.75
Overseas Transportation Company, Inc.....				17,349.99	9,370.84	174,802.87	201,523.70	2,115.41	203,639.11
Peters Truck Line.....						12,780.60	12,780.60	436.90	13,217.50
Union Express Freight Company, Inc.....						83,714.01	83,714.01	410.35	84,124.36
University City Transfer Co., Inc.....						15,829.96	15,829.96	151.26	15,981.22
Total Truck Operations— Common Carrier.....	\$.....	\$.....	\$.....	\$ 17,349.99	\$ 9,370.84	\$ 476,836.78	\$ 503,557.61	\$ 7,357.70	\$ 510,915.31

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1941

OPERATING REVENUES—ENTIRE COMPANY

(Gross revenue less than \$100,000 annually)

NAME OF COMPANY OR OPERATOR	Passenger Revenue	Baggage Revenue	Special Chartered for Hire Bus Revenue	U.S. Mail (on Buses)	Express Revenue	Freight Revenue	Total Revenue from Transportation	Miscellaneous Operating Revenue	Total Revenue
BUS OPERATIONS— COMMON CARRIER									
Air Base Bus Lines, Inc.	\$ 64,236.42	\$	\$ 2,609.52	\$	\$	\$	\$ 66,845.94	\$ 282.15	\$ 67,128.09
Alaga Coach Lines, Inc.	70,553.58	.....	.....	.....	1,327.28	.....	71,880.86	.....	71,880.86
Ashmore Coach Line	1,684.50	.....	.....	.....	13.48	.....	1,697.98	1.24	1,699.22
Clarke Motor Lines, Inc.	1,590.05	.....	.....	.....	30.12	.....	1,620.17	47.53	1,667.70
Cocoa & Peninsula Motor Lines, Inc.	2,551.88	.....	.....	.....	34.00	.....	2,585.88	8.00	2,593.88
Gator Motor Lines, Inc.	7,379.11	.....	352.00	399.99	20.95	.....	8,152.05	37.08	8,189.13
Georgia Florida Coaches, Inc.	724.57	.....	.....	.....	.....	.....	724.57	.....	724.57
Glades "K" Motor Lines	10,068.08	.....	.....	.....	1,138.03	.....	11,206.11	272.40	11,478.51
Glades Motor Lines, Inc.	41,450.64	.....	440.60	.....	3,049.09	.....	44,940.33	158.45	45,098.78
Gulf Coast Motor Lines, Inc.	21,891.36	.....	.....	.....	3,091.83	.....	24,983.19	146.25	25,129.44
Lee Coach Line	58,586.82	.....	.....	.....	1,628.46	.....	60,215.28	753.87	60,969.15
Miami-Opalocka Bus Line, Inc.	13,404.12	.....	88.00	.....	.....	.....	13,492.12	7.50	13,499.62
J. O. Miller Bus Line	11,100.38	205.07	.....	.....	.....	.....	11,305.45	.....	11,305.45
Monroeville Bus Company, Inc.	66,093.59	.....	1,488.55	.....	2,786.64	.....	70,368.78	.....	70,368.78
Orange Lines, Inc.	173,067.83	.....	.....	.....	.....	.....	173,067.83	.....	173,067.83
Orlando Transit Company	7,991.00	.....	.....	.....	.....	.....	7,991.00	.....	7,991.00
Pass-a-Grille Beach Bus Line	23,328.79	.....	.....	.....	2.25	.....	23,331.04	.....	23,331.04
Southern Tours, Inc.	23,836.20	.....	.....	.....	.....	.....	23,836.20	.....	23,836.20
Suwannee & Gulf Stages	871.05	.....	.....	1,219.92	267.25	.....	2,358.22	.....	2,358.22
West Florida Transportation Company	4,822.27	.....	.....	.....	139.45	.....	4,961.72	.....	4,961.72
Weaver Coach Line	1,190.68	.....	.....	1,296.00	38.52	.....	2,525.20	.....	2,525.20
Wise Motor Line	5,322.05	.....	.....	1,060.20	81.68	.....	6,463.93	.....	6,463.93
Total Bus Operations— Common Carrier	\$ 611,744.97	\$ 205.07	\$ 4,978.67	\$ 3,976.11	\$ 13,649.03	\$	\$ 634,553.85	\$ 1,714.47	\$ 636,268.32
COMBINATION BUS AND TRUCK OPERATIONS									
McJunkin, Wayne F.	\$ 13,756.99	\$	\$	\$	\$ 948.88	\$ 10,597.87	\$ 25,303.74	\$	\$ 25,303.74
St. Andrews Bay Transportation Co.	69,666.34	.....	1,617.53	6,222.81	2,198.93	53,254.04	132,959.65	618.71	133,578.36
Total Combination Bus and Truck Operations	\$ 83,423.33	\$	\$ 1,617.53	\$ 6,222.81	\$ 3,147.81	\$ 63,851.91	\$ 158,263.39	\$ 618.71	\$ 158,882.10

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1941

OPERATING EXPENSES—ENTIRE COMPANY

(Gross revenue less than \$100,000 annually)

NAME OF COMPANY OR OPERATOR	Maintenance of Plant and Equipment	Operating Garage Expenses	Transportation Expenses	Traffic Expenses	Administrative and General Expenses	Total Operating Expenses
TRUCK OPERATIONS—COMMON CARRIER						
Bee Line Transfer.....	\$ 5,431.44	\$	\$ 17,325.04	\$ 1,079.68	\$ 11,551.65	\$ 35,387.81
C. & H. Transfer Company.....	646.30	.....	7,541.25	120.00	1,440.00	9,747.55
Cheshire Truck Line.....	.....	.....	1,297.68	22.80	894.90	2,215.38
Fogarty Brothers Transfer, Inc.....	7,951.86	1,767.43	20,010.54	1,673.82	12,761.08	44,164.73
Green Brothers Transfer Company.....	4,030.81	.....	10,905.79	479.73	5,763.02	21,179.35
Highway Transportation Company.....	355.91	.....	1,605.55	149.64	90.95	2,202.05
Hunt Truck Line.....	17,320.71	.....	21,788.55	1,948.80	11,412.86	52,470.92
Overseas Transportation Company, Inc.....	37,074.13	.....	98,167.41	1,919.69	36,139.28	173,300.51
Peters Truck Line.....	1,394.60	.....	5,682.37	68.75	3,950.73	11,096.45
Union Express Freight Company, Inc.....	10,221.52	.....	36,063.87	239.39	21,799.99	68,324.77
University City Transfer Company, Inc.....	2,411.04	.....	7,474.01	274.50	3,333.79	13,493.34
Total Truck Operations—Common Carrier.....	\$ 86,838.32	\$ 1,767.43	\$ 227,862.06	\$ 7,976.80	\$ 109,138.25	\$ 433,582.86

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1941

OPERATING EXPENSES—ENTIRE COMPANY

(Gross revenue less than \$100,000 annually)

NAME OF COMPANY OR OPERATOR	Maintenance of Plant and Equipment	Operating Garage Expenses	Transportation Expenses	Traffic Expenses	Administrative and General Expenses	Total Operating Expenses
BUS OPERATIONS—COMMON CARRIER						
Air Base Bus Lines, Inc.	\$ 18,328.02	\$	\$ 23,420.69	\$	\$ 10,670.43	\$ 52,419.14
Alaga Coach Lines, Inc.	18,201.26	1,992.94	21,905.18	.....	12,507.53	54,606.91
Ashmore Coach Line	454.85	.....	1,130.53	23.25	383.18	1,991.81
Clarke Motor Lines, Inc.	967.03	185.80	1,191.23	37.00	573.17	2,954.23
Cocoa & Peninsula Motor Lines, Inc.	1,006.99	.....	2,440.39	247.98	1,248.08	4,943.44
Gator Motor Lines, Inc.	1,914.15	.....	3,185.75	70.45	1,814.98	6,985.33
Georgia Florida Coaches, Inc.	1,978.80	.....	1,161.67	.....	286.56	3,427.03
Glades "K" Motor Lines	2,971.08	.....	4,336.61	480.45	1,177.32	8,965.46
Glades Motor Lines, Inc.	9,188.71	508.65	17,158.70	404.38	7,177.84	34,438.28
Gulf Coast Motor Lines, Inc.	5,781.68	295.97	5,366.20	121.60	10,281.41	21,846.86
Lee Coach Line	13,211.74	2,551.21	19,626.33	86.70	5,783.59	41,259.57
Miami-Opalocka Bus Line, Inc.	4,412.31	.....	5,413.98	243.83	3,286.94	13,357.06
J. O. Miller Bus Line	2,986.30	.....	2,670.85	93.10	3,018.15	8,768.40
Monroeville Bus Company, Inc.	17,051.36	2,572.11	23,017.55	607.44	7,756.90	51,005.36
Orange Lines, Inc.	46,854.94	3,109.78	43,153.65	4,050.26	37,503.17	134,671.80
Orlando Transit Company	2,093.00	836.70	4,923.70	93.55	910.60	8,857.55
Pass-a-Grille Beach Bus Line	5,516.30	.....	9,284.60	148.96	2,724.29	17,674.15
Southern Tours, Inc.	3,377.77	952.74	5,437.42	4,331.42	6,708.39	20,807.74
Suwannee & Gulf Stages	915.17	.....	1,037.80	14.00	169.72	2,136.69
West Florida Transportation Company	558.98	.....	2,433.56	.....	939.50	3,902.04
Weaver Coach Line	385.52	.....	1,281.67	.....	148.67	1,815.86
Wise Motor Line	832.78	.....	2,694.46	24.00	624.00	4,175.24
Total Bus Operations—Common Carrier	\$ 158,988.74	\$ 13,005.90	\$ 202,272.52	\$ 11,078.37	\$ 115,664.42	\$ 501,009.95
COMBINATION BUS AND TRUCK OPERATIONS						
McJunkin, Wayne F.	\$ 7,727.32	\$	\$ 5,105.88	\$	\$ 6,275.76	\$ 19,108.96
St. Andrews Bay Transportation Company	41,264.05	1,806.60	51,779.98	2,158.65	7,526.78	104,536.01
Total Combination Bus and Truck Operations	\$ 48,991.37	\$ 1,806.60	\$ 56,885.86	\$ 2,158.65	\$ 13,802.49	\$ 123,644.97

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1941

TAXES ACCRUED AND PAID

(Gross revenue less than \$100,000 annually)

NAME OF COMPANY OR OPERATOR	On Auto Transportation Property	On Property Used in Affiliated or Auxiliary Operations	Miscellaneous Physical Property	Total Accrued During Year	Total Paid During Year
TRUCK OPERATIONS—COMMON CARRIER					
Bee Line Transfer.....	\$ 5,094.20	\$ 1,719.49	\$.....	\$ 6,813.69	\$ 6,807.34
C. & H. Transfer Company.....	1,536.93	3,618.82	.....	5,155.75	4,486.89
Cheshire Truck Line.....	131.56	.....	.....	131.56	130.22
Fogarty Brothers Transfer, Inc.....	8,066.97	2,919.79	1,601.48	12,588.24	12,551.07
Green Brothers Transfer Company.....	2,467.29	.....	.....	2,467.29	2,392.63
Highway Transportation Company.....	701.00	.....	.....	701.00	696.84
Hunt Truck Line.....	8,862.33	.....	.....	8,862.33	8,916.55
Overseas Transportation Company, Inc.....	18,226.46	.....	.....	18,226.46	11,941.13
Peters Truck Line.....	1,994.26	.....	.....	1,994.26	1,994.26
Union Express Freight Company, Inc.....	10,811.48	.....	.....	10,811.48	10,811.48
University City Transfer Company, Inc.....	3,179.55	.....	.....	3,179.55	3,160.34
Total Truck Operations—Common Carrier.....	\$ 61,072.03	\$ 8,258.10	\$ 1,601.48	\$ 70,931.61	\$ 63,888.75

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1941

TAXES ACCRUED AND PAID

(Gross revenue less than \$100,000 annually)

NAME OF COMPANY OR OPERATOR	On Auto Transportation Property	On Property Used in Affiliated or Auxiliary Operations	Miscellaneous Physical Property	Total Accrued During Year	Total Paid During Year
BUS OPERATIONS—COMMON CARRIER					
Air Base Bus Lines, Inc.	\$ 11,372.40	\$.	\$.	\$ 11,372.40	\$ 10,172.69
Alaga Coach Lines, Inc.	11,639.90			11,639.90	11,639.90
Ashmore Coach Line	636.05			636.05	636.05
Clarke Motor Lines, Inc.	183.62			183.62	49.51
Cocoa & Peninsula Motor Lines, Inc.	1,276.00			1,276.00	1,315.02
Gator Motor Lines, Inc.	1,548.33			1,548.33	1,523.19
Georgia Florida Coaches, Inc.	502.57			502.57	473.15
Glades "K" Motor Lines	1,871.93			1,871.93	1,751.44
Glades Motor Lines, Inc.	8,488.13			8,488.13	8,281.57
Gulf Coast Motor Lines, Inc.	3,264.45			3,264.45	3,189.45
Lee Coach Line	10,731.92			10,731.92	10,619.32
Miami-Opalocka Bus Line, Inc.	2,503.07			2,503.07	2,503.07
J. O. Miller Bus Line	1,602.77			1,602.77	1,602.77
Monroeville Bus Company, Inc.	11,828.73			11,828.73	12,201.29
Orange Lines, Inc.	28,219.95			28,219.95	27,736.48
Orlando Transit Company	2,107.82		13,683.76	15,791.58	14,680.42
Pass-a-Grille Beach Bus Line	3,557.09			3,557.09	3,557.59
Southern Tours, Inc.	2,365.15			2,365.15	2,180.90
Suwannee & Gulf Stages	477.30			477.30	337.70
West Florida Transportation Company	1,052.95			1,052.95	1,052.95
Weaver Coach Line	372.75			372.75	361.95
Wise Motor Line	1,712.62			1,712.62	1,712.62
Total Bus Operations—Common Carrier	\$ 107,315.50	\$.	\$ 13,683.76	\$ 120,999.26	\$ 117,579.03
COMBINATION BUS AND TRUCK OPERATIONS					
McJunkin, Wayne F.	\$ 3,782.73	\$.	\$.	\$ 3,782.73	\$ 3,761.61
St. Andrews Bay Transportation Company	30,341.73			30,341.73	29,758.63
Total Combination Bus and Truck Operations	\$ 34,124.46	\$.	\$.	\$ 34,124.46	\$ 33,520.24

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1941
MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS—ENTIRE COMPANY
 (Gross revenues less than \$100,000 annually)

NAME OF COMPANY OR OPERATOR	Average Miles of Road Operated	REVENUE MILES				REVENUE PASSENGERS CARRIED		Tons Revenue Freight Carried
		PASSENGER BUSES		Freight Express and Mail Trucks	Truck Trailers	Regular Tariff Rate	Excursion or Special Rates	
		Regular Service	Excursion or Special					
TRUCK OPERATIONS—COMMON CARRIER								
Bee Line Transfer.....	28			71,681				11,246
C. & H. Transfer Company.....	23			44,993				1,978
Cheshire Truck Line.....	23			7,048				243
Fogarty Brothers Transfer, Inc.....	56			148,956	26,258			8,231
Green Brothers Transfer Company.....	28			35,056				3,501
Highway Transportation Company.....	53			16,380				339
Hunt Truck Line.....	300			208,855				8,579
Overseas Transportation Company, Inc.....	201			510,304	424,384			32,357
Peters Truck Line.....	37			41,662				1,682
Union Express Freight Company, Inc.....	195			248,106	16,036			12,125
University City Transfer Company, Inc.....	388			47,888	15,853			1,973
Total Truck Operations—Common Carrier.....	1332			1,380,929	482,531			82,254

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1941
MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS—ENTIRE COMPANY
(Gross revenue less than \$100,000 annually)

NAME OF COMPANY OR OPERATOR	Average Miles of Road Operated	REVENUE MILES			REVENUE PASSENGERS CARRIED		Tons Revenue Freight Carried	
		PASSENGER BUSES		Freight Express and Mail Trucks	Truck Trailers	Regular Tariff Rate		Excursion or Special Rates
		Regular Service	Excursion or Special					
BUS OPERATIONS—COMMON CARRIER								
Air Base Bus Lines, Inc.	15	297,473	5,945			794,736	7,187	
Alaga Coach Lines, Inc.	400	406,410				117,380		
Ashmore Coach Line	55	41,740				4,722		
Clarke Motor Lines, Inc.	100	31,520				3,126		
Cocoa & Peninsula Motor Lines, Inc.	15	39,928				15,310		
Gator Motor Lines, Inc.	218	78,480	1,760			6,540	275	
Georgia Florida Coaches, Inc.	157	34,731				1,806		
Glades "K" Motor Lines	304	81,256				11,139		
Glades Motor Lines, Inc.	353	369,623	798			49,414		
Gulf Coast Motor Lines, Inc.	37	131,285				46,093		
Lee Coach Line	324	589,367				82,865		
Miami-Opalocka Bus Line, Inc.	13	120,851				72,571		
J. O. Miller Bus Line	104	78,112				19,619		
Monroeville Bus Company, Inc.	359	470,573				101,210		
Orange Lines, Inc.	54	672,792				586,675		
Orlando Transit Company	15	47,592				39,995		
Pass-a-Grille Beach Bus Line	31	179,768				149,850		
Southern Tours, Inc.		99,293	1,547			7,904	425	
Suwannee & Gulf Stages	38	27,588				1,644		
West Florida Transportation Company	66	57,400				10,751		
Weaver Coach Line	22	25,920				3,852		
Wise Motor Line	60	87,162				9,827		
Total Bus Operations—Common Carrier	2,740	3,968,864	10,050			2,137,029	7,887	
COMBINATION BUS AND TRUCK OPERATIONS								
McJunkin, Wayne F.	66	70,430		20,394		20,166		1,572
St. Andrews Bay Transportation Company	540	672,568	8,088	331,391		139,696		8,096
Total Combination Bus and Truck Operations	606	742,998	8,088	351,785		159,862		9,668

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1941

GENERAL BALANCE SHEET—ENTIRE COMPANY

(Gross revenue \$100,000.00 or more annually)

NAME OF ACCOUNT	BUS OPERATIONS					
	Atlantic Greyhound Corporation	Florida Motor Lines Corporation	Georgia Stages, Inc.	Southeastern Greyhound Lines	Teche Lines, Incorporated	Union Bus Company
LIABILITIES						
Current liabilities.....	\$ 1,970,324.05	\$ 543,455.82	\$ 128,790.27	\$ 1,606,873.82	\$ 1,199,653.15	\$ 152,695.50
Advances payable—Associated companies.....	63,154.13			20,740.42		
Other advances payable.....						
Equipment obligations.....	893,275.90		50,000.00	397,073.00	622,570.40	
Other long-term obligations.....			16,291.27	23,362.26		1,286.03
Deferred credits.....		5,816.40	241.50	11,661.65		
Reserves—Insurance, injuries, loss and damage.....	2,979.24			40,041.00	4,205.05	40,859.07
Preferred capital stock.....	1,700,900.00			1,262,840.00		
Common capital stock.....	1,018,153.85	683,220.00	156,855.99	1,270,700.00	278,972.00	500,000.00
Premiums and assessments on capital stock.....				381,800.00		
Noncorporate capital.....						
Unearned surplus.....	63,712.24				24,781.29	
Earned surplus.....	3,384,637.22	885,933.93	65,638.20	2,466,128.57	1,163,475.17	408,690.74
Total Liabilities.....	\$ 9,097,136.63	\$ 2,118,426.15	\$ 417,817.23	\$ 7,481,220.72	\$ 3,293,657.06	\$ 1,103,531.34
Contingent Liabilities.....	Indeterminable	None	None	\$ 1,170,000.00	Indeterminable	None

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1941

GENERAL BALANCE SHEET—ENTIRE COMPANY

(Gross revenue \$100,000 or more annually)

NAME OF ACCOUNT	TRUCK OPERATIONS							BUS & TRUCK OPERATIONS
	Acme Freight Lines, Inc.	Central Truck Lines, Inc.	Five Transportation Company	Flamingo Truck Lines, Inc.	Great Southern Trucking Co.	K. & L. Transportation Co., Inc.	St. Johns River Line Company	Tamiami Trail Tours, Inc.
Current liabilities.....	\$ 145,864.12	\$ 56,348.39	\$ 16,580.80	\$ 76,642.72	\$ 134,019.16	\$ 142,110.35	\$ 108,093.90	\$ 131,525.96
Advances payable—Associated companies.....								671,660.27
Other advances payable.....				15,000.00				
Equipment obligations.....	37,237.86	39,975.18	9,305.76	24,387.27	77,492.98		25,000.00	83,640.95
Other long-term obligations.....	7,470.00		6,731.50	37,610.95	114,000.00	45,240.00	25,761.91	
Deferred credits.....							137.37	368.26
Reserves—Insurance, injuries, loss and damage..	375.39				5,687.59			
Preferred capital stock.....	46,150.00				4,147.00		24,600.00	
Common capital stock.....	10,000.00	81,000.00		107,000.00	163,841.50	5,000.00	9,888.00	13,000.00
Premiums and assessments on capital stock.....	5,325.00						84,879.08	
Noncorporate capital.....			18,952.11					
Unearned surplus.....				22,733.20	472.28	37,887.48		
Earned surplus.....	* 4,470.52	56,965.78		8,765.32	161,124.17	31,815.68	26,587.77	* 548,367.66
Total Liabilities.....	\$ 247,951.85	\$ 234,289.35	\$ 51,570.17	\$ 292,139.46	\$ 660,784.68	\$ 262,053.51	\$ 304,948.03	\$ 351,827.78
Contingent liabilities.....	None	None	None	None	None	None	None	None

*-Indicates debit item or deficit.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1941

UNEARNED AND EARNED SURPLUS—ENTIRE COMPANY

(Gross revenue \$100,000.00 or more annually)

NAME OF ACCOUNT	BUS OPERATIONS					
	Atlantic Greyhound Corporation	Florida Motor Lines Corporation	Georgia Stages, Inc.	Southeastern Greyhound Lines	Teche Lines, Incorporated	Union Bus Company
UNEARNED SURPLUS						
Balance at beginning of year.....	\$ 63,712.24	\$.....	\$.....	\$.....	\$ 24,781.29	\$.....
Additions during year.....						
Deductions during year.....						
Balance at close of year.....	\$ 63,712.24	\$.....	\$.....	\$.....	\$ 24,781.29	\$.....
EARNED SURPLUS						
Earned surplus or deficit at beginning of year.....	\$ 3,107,377.33	\$ 818,486.70	\$ 42,000.15	\$ 2,137,160.88	\$ 1,032,682.76	\$ 314,226.15
Surplus credits applicable to prior years.....			94.85			
Credit balance transferred from income account.....	1,222,391.79	374,896.23	59,975.19	787,454.65	803,606.79	196,464.59
Other credits to surplus.....			570.75			
Total credits to surplus.....	\$ 4,329,769.12	\$ 1,193,382.93	\$ 102,640.94	\$ 2,924,615.53	\$ 1,836,289.55	\$ 510,690.74
Surplus debits applicable to prior years.....	\$.....	\$.....	\$.....	\$.....	\$.....	\$.....
Debit balance transferred from income account.....						
Dividend appropriations.....	794,803.00	307,449.00	35,701.00	448,469.46	583,520.00	102,000.00
Appropriations to reserve.....						
Other appropriations.....						
Other debits to surplus.....	150,328.90		1,301.74	10,017.50	89,294.38	
Total debits to surplus.....	\$ 945,131.90	\$ 307,449.00	\$ 37,002.74	\$ 458,486.96	\$ 672,814.38	\$ 102,000.00
Earned surplus or deficit at close of year.....	\$ 3,384,637.22	\$ 885,933.93	\$ 65,638.20	\$ 2,466,128.57	\$ 1,163,475.17	\$ 408,690.47

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1941
UNEARNED AND EARNED SURPLUS—ENTIRE COMPANY
(Gross revenue \$100,000 or more annually)

NAME OF ACCOUNT	TRUCK OPERATIONS							BUS & TRUCK OPERATIONS
	Acme Freight Lines, Inc.	Central Truck Lines, Inc.	Five Transportation Company	Flamingo Truck Lines, Inc.	Great Southern Trucking Co.	K. & L. Transportation Co., Inc.	St. Johns River Line Company	Tamiami Trail Tours, Inc.
UNEARNED SURPLUS								
Balance at beginning of year.....	\$	\$	\$	\$ 22,733.20	\$ 472.28	\$ 37,887.48	\$	\$
Additions during year.....	.....	.....	.....	.....	.....	.....	.....	.....
Deductions during year.....	.....	.....	.....	.....	.....	.....	.....	.....
Balance at close of year.....	\$	\$	\$	\$ 22,733.20	\$ 472.28	\$ 37,887.48	\$	\$
EARNED SURPLUS								
Earned surplus or deficit at beginning of year...	\$ 28,026.34	\$ 39,879.65	\$	\$ 13,285.88	\$ 124,394.18	\$ 22,307.66	\$ 56,498.64	\$ *582,228.94
Surplus credits applicable to prior years.....	1,510.34	.....	.....	.....	.....	10,328.35	.....	7,774.15
Credit balance transferred from income account.....	.....	21,946.13	.....	3,094.70	37,408.78	11,231.98	.....	29,239.81
Other credits to surplus.....	2,000.00	.....	.....	196.80	1,190.70	.....	.....	.....
Total credits to surplus.....	\$ 31,536.68	\$ 61,825.78	\$	\$ 16,577.38	\$ 162,993.66	\$ 43,867.99	\$ 56,498.64	\$ *545,214.98
Surplus debits applicable to prior years.....	\$ 5,532.14	\$	\$	\$ 4,593.03	\$ 1,869.49	\$ 10,302.31	\$	\$ 3,152.68
Debit balance transferred from income account.....	23,904.20	.....	.....	.....	.....	.....	13,410.87	.....
Dividend appropriations.....	1,321.25	4,860.00	.....	.....	.....	.....	.....	.....
Appropriations to reserves.....	.....	.....	.....	.....	.....	.....	.....	.....
Other appropriations.....	.....	.....	.....	.....	.....	.....	.....	.....
Other debits to surplus.....	5,249.61	.....	.....	3,219.03	.....	1,750.00	16,500.00	.....
Total debits to surplus.....	\$ 36,007.20	\$ 4,860.00	\$	\$ 7,812.06	\$ 1,869.49	\$ 12,052.31	\$ 29,910.87	\$ 3,152.68
Earned surplus or deficit at close of year.....	\$ * 4,470.52	\$ 56,965.78	\$	\$ 8,765.32	\$ 161,124.17	\$ 31,815.68	\$ 26,587.77	\$ * 548,367.66

*—Indicates debit item or deficit.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1941

INCOME ACCOUNT—ENTIRE COMPANY

(Gross revenue \$100,000.00 or more annually)

NAME OF ACCOUNT	BUS OPERATIONS					
	Atlantic Greyhound Corporation	Florida Motor Lines Corporation	Georgia Stages, Inc.	Southeastern Greyhound Lines	Tecumseh Lines, Incorporated	Union Bus Company
REVENUES						
Operating revenues.....	\$10,116,406.10	\$ 2,881,187.62	\$ 602,633.65	\$ 6,647,460.15	\$ 4,057,291.58	\$ 1,399,326.91
EXPENSES						
Operation and maintenance expenses.....	\$ 5,741,457.77	\$ 1,666,790.34	\$ 364,022.56	\$ 3,546,678.11	\$ 1,757,352.74	\$ 791,120.90
Depreciation expense.....	720,336.66	200,266.56	57,596.86	414,095.47	295,202.05	92,695.21
Amortization chargeable to operations.....		5,994.60				
Operating taxes and licenses.....	1,105,029.98	395,831.40	59,619.98	827,613.32	399,623.62	169,995.60
Operating rents—Net.....	476,312.25	58,783.11	* 2,973.24	271,541.26	109,449.82	25,151.81
Total Expenses.....	\$ 8,043,136.66	\$ 2,327,666.01	\$ 478,266.16	\$ 5,059,928.16	\$ 2,561,628.23	\$ 1,078,963.52
Net operating revenues.....	\$ 2,073,269.44	\$ 553,521.61	\$ 124,367.49	\$ 1,587,531.99	\$ 1,495,663.35	\$ 320,363.39
Rent for lease of carrier property—Debit.....	10,300.86					
Rent from lease of carrier property—Credit.....	6,480.00					
Net carrier operating income.....	\$ 2,069,448.58	\$ 553,521.61	\$ 124,367.49	\$ 1,587,531.99	\$ 1,495,663.35	\$ 320,363.39
Other income.....	36,016.17	3,016.35	* 192.45	327.93	* 2,416.64	1,217.49
Gross income.....	\$ 2,105,464.75	\$ 556,537.96	\$ 124,559.94	\$ 1,587,859.92	\$ 1,493,246.71	\$ 321,580.88
Income deductions.....	111,760.80	773.92	4,655.22	24,684.74	33,494.36	2.06
Net income before income taxes.....	\$ 1,993,703.95	\$ 555,764.04	\$ 119,904.72	\$ 1,563,175.18	\$ 1,459,752.35	\$ 321,578.82
Provision for income taxes.....	771,312.16	180,867.81	59,929.53	775,720.53	656,145.56	125,114.23
Net income transferred to earned surplus.....	\$ 1,222,391.79	\$ 374,896.23	\$ 59,975.19	\$ 787,454.65	\$ 803,606.79	\$ 196,464.59

*—Indicates debit item or deficit.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1941

INCOME ACCOUNT—ENTIRE COMPANY

(Gross revenue \$100,000.00 or more annually)

NAME OF ACCOUNT	TRUCK OPERATIONS							BUS & TRUCK OPERATIONS
	Acme Freight Lines, Inc.	Central Truck Lines, Inc.	Five Transportation Company	Flamingo Truck Lines, Inc.	Great Southern Trucking Co.	K. & L. Transportation Co., Inc.	St. Johns River Line Company	
REVENUES								
Operating revenues.....	\$ 565,807.29	\$ 768,958.42	\$ 144,682.00	\$ 926,714.28	\$1,712,909.34	\$ 666,358.00	\$ 254,104.91	\$ 652,112.36
EXPENSES								
Operation and Maintenance Expenses.....	\$ 472,116.31	\$ 587,075.47	\$ 112,863.06	\$ 733,801.69	\$1,354,826.23	\$ 542,910.30	\$ 210,099.15	\$ 460,199.68
Depreciation expense.....	38,467.82	33,922.65	7,789.22	38,389.23	64,135.89	24,598.66	16,611.24	34,298.16
Amortization chargeable to operations.....				539.30		260.75		
Operating taxes and licenses.....	64,138.66	95,884.95	15,506.88	133,609.35	209,245.09	68,421.89	38,912.65	97,047.43
Operating rents—Net.....	9,886.51	19,862.63	2,755.00	11,829.08	7,690.99	8,455.25	3,859.50	13,102.45
Total Expenses.....	\$ 584,609.30	\$ 736,745.70	\$ 138,914.16	\$ 918,168.65	\$1,635,898.20	\$ 644,646.85	\$ 269,482.54	\$ 604,647.72
Net operating revenues.....	\$ *18,802.01	\$ 32,212.72	\$ 5,767.84	\$ 8,545.63	\$ 77,011.14	\$ 21,711.15	\$ *15,377.63	\$ 47,464.64
Rent for lease of carrier property—Debit.....					7,786.03		519.15	
Rent from lease of carrier property—Credit.....								
Net carrier operating income.....	\$ *18,802.01	\$ 32,212.72	\$ 5,767.84	\$ 8,545.63	\$ 69,225.11	\$ 21,711.15	\$ *15,896.78	\$ 47,464.64
Other income.....		690.41				* 95.21	6,993.52	
Gross income.....	\$ *18,802.01	\$ 32,903.13	\$ 5,767.84	\$ 8,545.63	\$ 69,225.11	\$ 21,615.94	\$ * 8,903.26	\$ 47,464.64
Income deductions.....	5,102.19	3,088.60	1,300.96	5,450.93	13,531.74	6,270.53	4,507.61	4,626.34
Net income before income taxes.....	\$ *23,904.20	\$ 29,814.53	\$ 4,466.88	\$ 3,094.70	\$ 55,693.37	\$ 15,345.41	\$ *13,410.87	\$ 42,838.30
Provision for income taxes.....		7,868.40			18,284.59	4,113.43		13,598.49
Net income transferred to earned surplus.....	\$ *23,904.20	\$ 21,946.13	\$ 4,466.88	\$ 3,094.70	\$ 37,408.78	\$ 11,231.98	\$ *13,410.87	\$ 29,239.81

*-Indicates debit item or deficit.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1941
OPERATING REVENUES AND EXPENSES—ENTIRE COMPANY
 (Gross revenue \$100,000.00 or more annually)

NAME OF ACCOUNT	BUS OPERATIONS					
	Atlantic Greyhound Corporation	Florida Motor Lines Corporation	Georgia Stages, Inc.	Southeastern Greyhound Lines	Teche Lines, Incorporated	Union Bus Company
* OPERATING REVENUES						
Freight revenue—Common carrier.....	\$.....	\$.....	\$.....	\$.....	\$.....	\$.....
Passenger revenue.....	9,795,667.62	2,678,333.24	578,931.51	6,491,111.05	3,855,863.52	1,371,841.62
Special bus revenue.....	79,282.20	84,701.48	8,382.51	34,389.29	33,746.78	4,792.53
Baggage revenue.....	702.25	1,287.26	.....	547.11	423.25	104.27
Mail revenue.....	1,577.36	1,580.33	1,719.22	2,238.09	2,780.00	.....
Express revenue.....	63,763.95	65,083.90	6,674.64	63,794.04	68,682.11	10,139.03
Newspaper revenue.....	29,906.96	12,862.58	2,659.41	26,765.97	27,580.60	5,061.15
Miscellaneous station revenue.....	145,505.76	37,338.83	1,161.74	28,326.26	68,215.32	7,388.31
Miscellaneous terminal revenue.....	.....	.....	.....	.....	.....	.....
Other operating revenue.....	.....	.....	3,104.62	288.34	.....	.....
Total operating revenue.....	\$10,116,406.10	\$ 2,881,187.62	\$ 602,633.65	\$ 6,647,460.15	\$ 4,057,291.58	\$ 1,399,326.91
OPERATING EXPENSES						
Equipment maintenance and garage expense.....	\$ 1,369,324.54	\$ 395,685.05	\$ 92,200.24	\$ 970,325.54	\$ 409,571.80	\$ 198,252.52
Transportation expense.....	2,146,407.05	648,429.68	134,442.87	1,268,803.25	647,753.62	277,797.92
Station expense.....	878,043.85	252,356.35	59,831.45	539,365.70	269,930.41	141,882.05
Terminal expense.....	.....	.....	.....	.....	.....	.....
Traffic, solicitation, and advertising expense.....	274,275.79	108,685.94	15,020.72	151,528.47	79,036.62	38,233.59
Sales, tariff, and advertising expense.....	.....	.....	.....	.....	.....	.....
Insurance and safety expense.....	567,459.23	83,239.67	28,219.49	222,430.15	156,918.11	44,709.19
Administrative and general expense.....	505,947.31	178,393.65	34,307.79	394,225.00	194,142.18	90,245.63
Total Operating Expense.....	\$ 5,741,457.77	\$ 1,666,790.34	\$ 364,022.56	\$3,546,678.11	\$ 1,757,352.74	\$ 791,120.90

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1940

OPERATING REVENUES AND EXPENSES—ENTIRE COMPANY

(Gross revenue \$100,000 or more annually)

NAME OF ACCOUNT	TRUCK OPERATIONS							BUS & TRUCK OPERATIONS
	Ame Freight Lines, Inc.	Central Truck Lines, Inc.	Five Transportation Company	Flamingo Truck Lines, Inc.	Great Southern Trucking Co.	K. & L. Transportation Co., Inc.	St. Johns River Line Company	Tamiami Trail Tours, Inc.
OPERATING REVENUES								
Freight revenue—Common carrier.....	\$ 565,276.59	\$ 768,202.63	\$ 144,682.00	\$ 924,387.86	\$1,712,348.14	\$ 665,289.65	\$ 252,490.49	\$ 296,198.00
Passenger revenue.....								331,526.42
Special bus revenue.....								12,532.57
Baggage revenue.....								
Mail revenue.....								
Express revenue.....								7,708.26
Newspaper revenue.....								3,959.85
Miscellaneous station revenue.....								
Miscellaneous terminal revenue.....	451.84	755.79		1,144.28	561.20	1,068.35	1,614.42	
Other operating revenue.....	78.86			1,182.14				187.26
Total operating revenue.....	\$ 565,807.29	\$ 768,958.42	\$ 144,682.00	\$ 926,714.28	\$1,712,909.34	\$ 666,358.00	\$ 254,104.91	\$ 652,112.36
OPERATING EXPENSES								
Equipment maintenance and garage expense....	\$ 82,226.04	\$ 95,764.55	\$ 16,877.83	\$ 111,056.79	\$ 245,294.64	\$ 79,751.05	\$ 36,609.70	\$ 95,700.02
Transportation expense.....	96,708.55	154,283.36	21,634.60	166,874.35	308,637.18	114,487.41	34,185.79	119,808.53
Station expense.....								38,831.70
Terminal expense.....	155,601.91	207,900.31	47,105.62	284,813.71	524,008.25	219,551.39	92,618.85	92,906.96
Traffic, solicitation, and advertising expense....								23,278.54
Sales, tariff, and advertising expense.....	51,262.36	36,288.97	906.34	41,103.99	63,686.32	26,710.14	7,707.15	7,974.81
Insurance and safety expense.....	32,200.76	41,837.75	10,344.35	73,166.82	96,105.12	43,715.62	18,104.41	33,654.01
Administrative and general expense.....	54,116.69	51,000.53	15,994.32	56,786.03	117,094.72	58,694.69	20,873.25	48,045.11
Total Operating Expense.....	\$ 472,116.31	\$ 587,075.47	\$ 112,863.06	\$ 733,801.69	\$1,354,826.23	\$ 542,910.30	\$ 210,099.15	\$ 460,199.68

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1941

OPERATING TAXES AND LICENSES—ENTIRE COMPANY

(Gross revenue \$100,000.00 or more annually)

KIND OF TAX	BUS OPERATIONS					
	Atlantic Greyhound Corporation	Florida Motor Lines Corporation	Georgia Stages, Inc.	Southeastern Greyhound Lines	Teché Lines, Incorporated	Union Bus Company
Gasoline, other fuel, and lubricating oil.	\$ 400,533.18	\$ 183,519.07	\$ 33,780.71	\$ 354,034.94	\$ 163,260.89	\$ 85,423.44
Public-utility taxes and licenses.	399,217.10	163,840.55	14,453.09	305,454.97	157,134.01	61,285.68
Other licenses.	1,459.64		28.15	3,260.58	2,356.25	39.02
Corporation taxes.	2,770.50		208.00	5,392.70	3,435.98	260.00
Real estate and personal property taxes or gross receipts taxes.	39,006.16	6,574.54	2,134.40	73,142.69	5,519.15	2,567.31
Social security taxes.	81,677.76	27,698.97	6,164.18	54,215.10	32,327.25	13,247.83
Federal and state capital stock and stock transfer taxes.	47,532.03	13,400.00	2,630.11	27,788.09	25,977.42	6,150.00
Federal excise taxes.	132,833.61	798.27	221.34	2,014.16	9,612.67	1,022.32
Other taxes—Mileage, documentary, state excise, use, franchise, intangible property, etc.				2,310.09		
Total operating taxes and licenses.	\$ 1,105,029.98	\$ 395,831.40	\$ 59,619.98	\$ 827,613.32	\$ 399,623.62	\$ 169,995.60
PROVISION FOR INCOME TAXES						
Federal income tax.	\$ 572,469.87	\$ 180,867.81	\$ 29,047.04	\$ 273,154.11	\$ 312,853.57	\$ 96,889.88
Federal excess profits tax.	122,500.00		24,287.73	400,475.87	276,775.46	20,727.23
Federal surtax on undistributed profits.						
Other Federal income taxes.				79,110.55		
State income taxes.	76,342.29		6,594.76	22,980.00	66,516.53	7,497.12
Total provision for income taxes.	\$ 771,312.16	\$ 180,867.81	\$ 59,929.53	\$ 775,720.53	\$ 656,145.56	\$ 125,114.23

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1941

OPERATING TAXES AND LICENSES—ENTIRE COMPANY

(Gross revenue \$100,000.00 or more annually)

KIND OF TAX	TRUCK OPERATIONS							BUS & TRUCK OPERATIONS
	Acme Freight Lines, Inc.	Central Truck Lines, Inc.	Five Transportation Company	Flamingo Truck Lines, Inc.	Great Southern Trucking Co.	K. & L. Transportation Co., Inc.	St. Johns River Line Company	
Gasoline, other fuel, and lubricating oil.....	\$ 29,980.59	\$ 46,046.58	\$ 9,464.33	\$ 65,472.10	\$ 99,904.22	\$ 39,685.57	\$ 13,245.47	\$ 43,925.21
Public utility taxes and licenses.....	23,577.47	35,942.41	3,100.99	50,618.61	66,934.09	15,618.17		42,600.56
Other licenses.....				100.00			19,009.24	
Corporation taxes.....					394.63			
Real estate and personal property taxes or gross receipts taxes.....	336.98	180.20	548.06	1,471.53	11,890.24	1,097.96	1,317.42	229.38
Social security taxes.....	8,871.44	12,483.55	2,330.41	14,666.49	28,121.98	11,238.78	4,923.83	8,867.80
Federal and state capital stock and stock transfer taxes.....	550.00	750.00		656.25	1,261.48	410.00	163.54	750.00
Federal excise taxes.....	822.18	482.21	63.09	489.36	738.45	371.41		674.48
Other taxes—Mileage, documentary, state excise, use, franchise, intangible property, etc.....				135.01			253.15	
Total operating taxes and licenses.....	\$ 64,138.66	\$ 95,884.95	\$ 15,506.88	\$ 133,609.35	\$ 209,245.09	\$ 68,421.89	\$ 38,912.65	\$ 97,047.43
PROVISION FOR INCOME TAXES								
Federal income tax.....	\$.....	\$ 7,868.40	\$.....	\$.....	\$ 16,444.52	\$ 2,595.53	\$.....	\$ 13,598.49
Federal excess profits tax.....								
Federal surtax on undistributed profits.....						951.36		
Other Federal income taxes.....								
State income taxes.....					1,840.07	566.54		
Total provision for income taxes.....	\$.....	\$ 7,868.40	\$.....	\$.....	\$ 18,284.59	\$ 4,113.43	\$.....	\$ 13,598.49

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1941
OPERATING STATISTICS—ENTIRE COMPANY
(Gross revenue \$100,000.00 or more annually)

ITEM	BUS OPERATIONS						
	Atlantic Greyhound Corporation	Florida Motor Lines Corporation	Georgia Stages, Inc.	Southeastern Greyhound Lines	Teche Lines, Incorporated	Union Bus Company	Tamiami Trail Tours, Inc.
PASSENGER VEHICLES IN INTERCITY REVENUE SERVICE AT DECEMBER 31, 1941							
Owned vehicles.....	362	99	47	236	143	51	25
Leased vehicles.....	62	5					
Purchased transportation.....		10	1				
Total.....	424	114	48	236	143	51	25
MILES OPERATED (INCLUDING LOADED AND EMPTY) OWNED AND LEASED EQUIPMENT							
Buses operated in intercity service (regular routes).....	34,760,376	10,820,338	3,110,029	23,326,428	12,206,565	5,368,786	1,648,192
Buses operated in charter, sightseeing and other special service.....	222,905	280,881	25,658	136,916	89,907	13,588	45,975
Total.....	34,983,281	11,101,219	3,135,687	23,463,344	12,296,472	5,382,374	1,694,167

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1941

OPERATING STATISTICS—ENTIRE COMPANY

(Gross revenue \$100,000 or more annually)

ITEM	BUS OPERATIONS						
	Atlantic Greyhound Corporation	Florida Motor Lines Corporation	Georgia Stages, Inc.	Southeastern Greyhound Lines	Teche Lines, Incorporated	Union Bus Company	Tamiami Trail Tours, Inc.
PURCHASED TRANSPORTATION							
Buses operated in intercity service (regular routes).....	Not Available	497,960	29,394	860,000	Not Available	.....	8,065
Number of intercity revenue passengers carried (Railroad).....	9,700,888	2,171,645	970,058	7,766,358	3,743,024	1,261,467	208,894
Number of charter, sightseeing, and other special revenue passengers.....	24,253	34,731	4,948	22,884	17,141	690	23,337
Total number of revenue passengers carried.....	9,725,141	2,206,376	975,006	7,789,242	3,760,165	1,262,157	230,231
Number of intercity passengers carried free (including employees).....	32,315	16,457	1,794	45,263	12,525	4,184	2,976
Total number of passengers carried.....	9,757,456	2,222,833	976,800	7,834,505	3,772,690	1,266,341	233,207
Number of regular route intercity passenger-miles (A for actual, E for estimated).....	A 734,330,063	E 178,560,000	E 94,070,610	A 500,219,721	A 274,973,092	A 107,036,601	E 4,138,880
PASSENGER REVENUE FROM							
Regular route intercity service (Account 3200)...	\$ 9,795,667.62	\$ 2,678,333.24	\$ 578,931.51	\$ 6,491,111.05	\$ 3,855,863.52	\$ 1,371,841.62	\$ 331,526.42
Charter, sightseeing, and other special service (Account 3210).....	79,282.20	84,701.48	8,382.51	34,389.29	33,746.78	4,792.53	12,532.57
Total Passenger Revenue (Accounts 3200 and 3210).....	\$ 9,874,949.82	\$ 2,763,034.72	\$ 587,314.02	\$ 6,525,500.34	\$ 3,889,610.30	\$ 1,376,634.15	\$ 344,058.99

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1941
OPERATING STATISTICS—ENTIRE COMPANY
(Gross revenue \$100,000.00 or more annually)

ITEM	TRUCK OPERATIONS							
	Acme Freight Lines, Inc.	Central Truck Lines, Inc.	Five Transportation Company	Flamingo Truck Lines, Inc.	Great Southern Trucking Co.	K. & L. Transportation Co., Inc.	St. Johns River Line Company	Tamiami Trail Tours, Inc.
TRUCKS AND TRACTORS IN INTER- CITY REVENUE SERVICE AT DECEMBER 31, 1941								
Owmed vehicles.....	37	45	9	96	293	95	21	25
Leased vehicles.....					1			
Purchased transportation.....	4			12		1		
Total.....	41	45	9	108	294	96	21	25
MILES OPERATED (INCLUDING LOADED AND EMPTY)								
Owmed trucks operated in intercity service.....		120,243	36,254	656,088			168,412	973,520
Owmed tractors operated in intercity service..	2,230,369	2,762,782	533,936	3,595,612	6,815,790	2,372,101	781,862	29,316
Total Owmed Vehicles.....	2,230,369	2,883,025	570,190	4,251,700	6,815,790	2,372,101	950,274	1,002,836

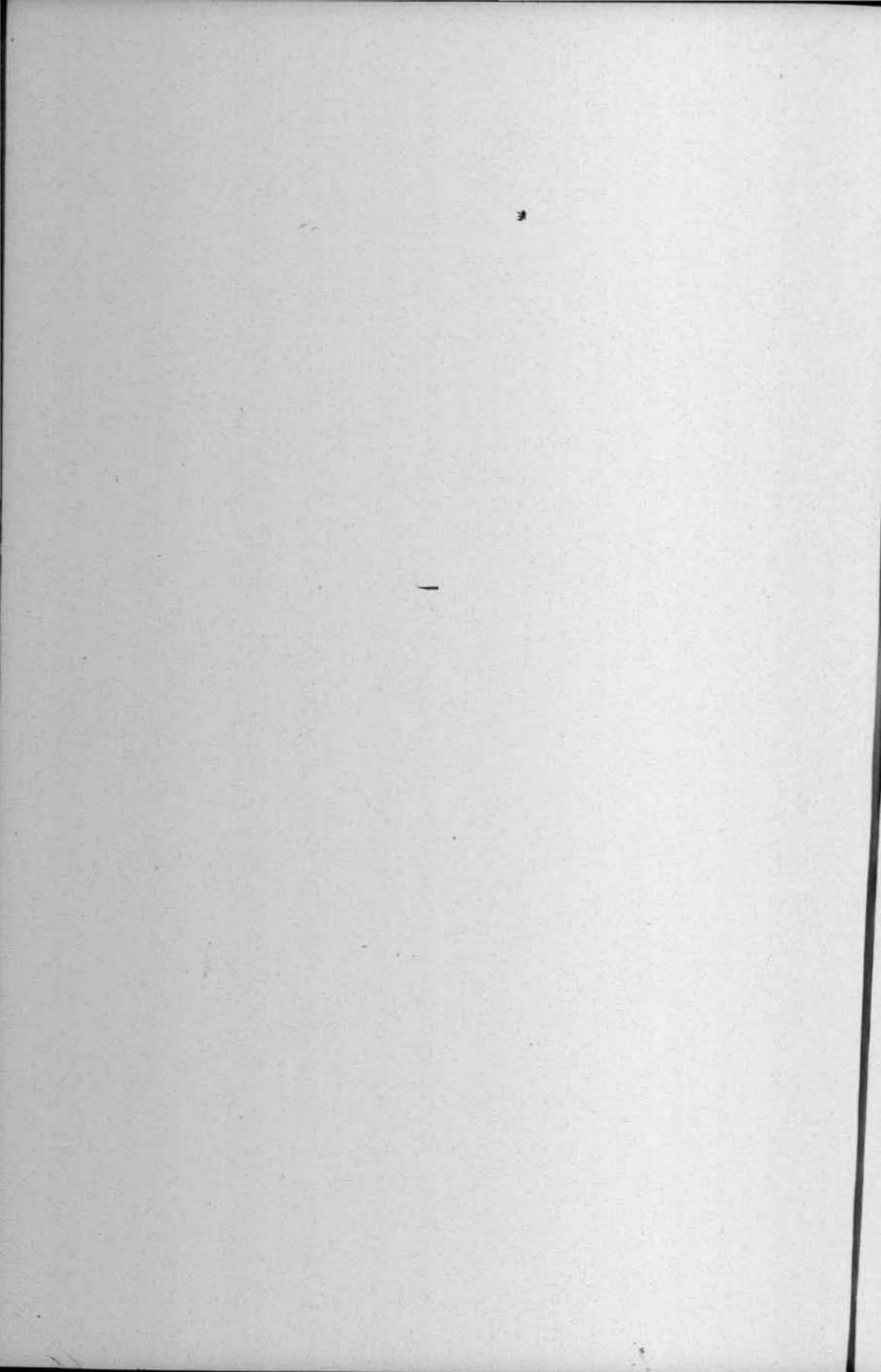
STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1941
OPERATING STATISTICS—ENTIRE COMPANY
(Gross revenue \$100,000.00 or more annually)

ITEM	TRUCK OPERATIONS							
	Acme Freight Lines, Inc.	Central Truck Lines, Inc.	Five Transportation Company	Flamingo Truck Lines, Inc.	Great Southern Trucking Co.	K. & L. Transportation Co., Inc.	St. Johns River Line Company	Tamiami Trail Tours, Inc.
Leased tractors in intercity operation (other than purchased transportation)					70,614			
Purchased transportation—Trucks				2,513		2,900		740
Purchased transportation—Tractors	12,562			24,617				
Total Purchased Transportation	12,562			27,130		2,900		740
Total all vehicles operated in intercity service	2,242,931	2,883,025	570,190	4,278,830	6,886,404	2,375,001	950,274	1,003,576
Tons of revenue freight carried in intercity service	52,254	67,661	15,860	63,662	133,137	25,363	74,180	31,113
Ton-miles—Intercity revenue freight	E 15,676,200	E 14,415,125	E 2,379,000	E 40,859,831	E 27,545,616	E 63,687,622	E 7,768,500	E 7,778,750
Freight revenue from intercity service, in- cluding pick-up and delivery if provided for in linehaul rates	\$ 565,276.59	\$ 768,202.63	\$ 144,682.00	\$ 924,387.86	\$1,712,348.14	\$ 665,289.65	\$ 252,490.49	\$ 296,198.00
Revenue from local service								
Total Freight Revenue—Actual (Account 3100)	\$ 565,276.59	\$ 768,202.63	\$ 144,682.00	\$ 924,387.86	\$1,712,348.14	\$ 665,289.65	\$ 252,490.49	\$ 296,198.00

E—Indicates estimated.

Figure 1. Schematic representation of the experimental design. The subjects were divided into two groups: the control group (CG) and the experimental group (EG). The CG was divided into two subgroups: the control group (CG) and the control group (CG). The EG was divided into two subgroups: the experimental group (EG) and the experimental group (EG).

Ferry Companies



STATISTICS OF FERRY COMPANIES—CALENDAR YEAR 1940
GENERAL BALANCE SHEET—ENTIRE COMPANY
AT DECEMBER 31, 1941

ASSETS	Bee Line Ferry, Inc.	Boca Grande Ferry Company, Inc.
INVESTMENT		
Real property and equipment.....	\$ 312,902.28	\$ 15,949.33
Reserve for accrued depreciation.....	114,022.11	4,355.83
Intangible assets.....	60,204.62	
Total Investment.....	\$ 259,084.79	\$ 11,593.50
WORKING ASSETS AND ACCRUED INCOME		
Cash.....	\$ 26,127.99	\$ 92.76
Miscellaneous accounts receivable.....	383.85	1,091.84
Material and supplies.....	2,224.95	
Total Working Assets and Accrued Income.....	\$ 28,736.79	\$ 1,184.60
DEFERRED DEBIT ITEMS		
Insurance premiums paid in advance.....	\$ 5,855.50	\$
Other deferred debit items.....	6,720.00	
Total Deferred Debit Items.....	\$ 12,575.50	\$
Grand Total.....	\$ 300,397.08	\$ 12,778.10
LIABILITIES		
CAPITAL STOCK		
Common stock.....	\$ 136,500.00	\$ 10,000.00
WORKING AND ACCRUED LIABILITIES		
Loans and bills payable.....	\$	\$ 3,202.25
Audited vouchers and wages unpaid.....	10,032.37	
Other working liabilities.....	2,622.04	1,000.00
Taxes accrued.....	13,533.39	80.01
Total Working and Accrued Liabilities.....	\$ 26,187.80	\$ 4,282.26
CORPORATE SURPLUS		
Profit and loss.....	\$ 137,709.28	\$ 1,504.16 *
Grand Total.....	\$ 300,397.08	\$ 12,778.10

*—Indicates debit balance or deficit.

STATISTICS OF FERRY COMPANIES—CALENDAR YEAR 1941
PROFIT AND LOSS ACCOUNT—ENTIRE COMPANY

I T E M	BEE LINE FERRY, INC.	
	Debit	Credit
Balance at beginning of year.....	\$.....	\$ 118,684.43
Balance transferred from income account.....		28,144.18
Income tax refund.....		1,800.67
Dividend appropriation.....	10,920.00	
Credit balance at December 31, 1941.....	137,709.28	
Total.....	\$ 148,629.28	\$ 148,629.28

I T E M	BOCA GRANDE FERRY CO., INC.	
	Debit	Credit
Balance at beginning of year.....	\$ 1,201.16	\$.....
Balance transferred from income account.....	303.00	
Debit balance at December 31, 1941.....		1,504.16
Total.....	\$ 1,504.16	\$ 1,504.16

STATISTICS OF FERRY COMPANIES—CALENDAR YEAR 1941
ANALYSIS OF TRAFFIC

I T E M	BEE LINE FERRY, INC.		BOCA GRANDE FERRY CO., INC.	
	Passengers	Vehicles	Passengers	Vehicles
Foot.....	9,881		869	
Trucks.....	2,890	5,007		78
Truck and Trailer.....				1
Trailers.....		778		
Automobiles.....	77,895	59,396		776
Automobiles, special.....	133	26		2
Automobiles, maximum rates.....	5,501	1,331		
Automobiles, round trip.....			683	854
Excursions, regular and week-end.....	34,242	16,264		
Excursions, return.....	32,949	15,447		
Busses.....	9,397	855		
Trucks, round trip.....				88
Total.....	172,888	99,104	1,552	1,799

STATISTICS OF FERRY COMPANIES—CALENDAR YEAR 1941
INCOME ACCOUNT—ENTIRE COMPANY

ITEM	Bee Line Ferry, Inc.	Boca Grande Ferry Co., Inc.
OPERATING REVENUES—TOLLS		
Trucks.....	\$ 9,561.75	\$ 809.00
Foot passengers.....	2,253.10	406.60
Passengers in automobiles.....	19,473.75	
Automobiles.....	88,905.60	6,570.00
Automobiles, special.....	40.70	20.00
Excursions, regular and week-end.....	46,768.00	
Automobiles, maximum rates \$2.00 and \$2.50.....	2,946.00	
Buses.....	2,802.25	
Trailers.....	676.05	
Miscellaneous.....	281.75	
Refunds on unused tickets and coupons.....	* 2,595.79	
Net revenue from tolls.....	\$ 171,113.16	\$ 7,805.60
Miscellaneous operating revenue.....	1,615.06	4.33
Total Operating Revenue.....	\$ 172,728.22	\$ 7,809.93
OPERATING EXPENSES—		
MAINTENANCE OF EQUIPMENT		
Superintendence.....	\$ 816.21	\$
Repairs to vessels.....	11,445.83	862.60
Depreciation on vessels.....	13,923.17	949.86
Total Maintenance of Equipment.....	\$ 26,185.21	\$ 1,812.46
MAINTENANCE OF TERMINALS		
Wages.....	\$ 816.25	\$ 50.00
Docks, wharves, and buildings repairs.....	7,752.92	71.25
Depreciation on terminals.....	1,315.63	422.66
Total Maintenance of Terminals.....	\$ 9,884.80	\$ 543.91
TRAFFIC EXPENSE		
Advertising.....	\$ 4,791.35	\$
Stationery and printing.....	3,466.35	55.00
Other traffic expenses.....	540.53	8.65
Total Traffic Expenses.....	\$ 8,798.23	\$ 63.65
TRANSPORTATION EXPENSE		
Wages of crew.....	\$ 39,259.92	\$ 984.50
Fuel and lubricants.....	11,014.93	392.22
Supplies.....	1,186.32	
Total Operation of Vessels.....	\$ 51,461.17	\$ 1,376.72
Salaries of agents, clerks, and attendants.....	\$ 1,462.15	\$
Rent.....		300.00
Lights, heat, power and water.....	516.93	
Total Operation of Terminals.....	\$ 1,979.08	\$ 300.00
Damages to property.....	\$ 276.63	\$
Grand Total Transportation Expense.....	\$ 53,716.88	\$ 1,676.72

*—Indicates debit balance or deficit.

**STATISTICS OF FERRY COMPANIES—CALENDAR YEAR 1941
INCOME ACCOUNT—ENTIRE COMPANY**

I T E M	Bee Line Ferry, Inc.	Boca Grande Ferry Co., Inc.
GENERAL EXPENSE		
Salaries of general officers.....	\$ 6,095.00	\$ 2,700.00
Salaries of clerks and attendants.....	6,824.81	.....
General office supplies.....	382.09	28.80
Law expense.....	7,403.59	700.00
Insurance.....	8,699.05	.....
Stationery and printing.....	103.75	14.50
Other general expense.....	1,310.98	122.78
Total General Expenses	\$ 30,819.27	\$ 3,566.08
Total Operating Expenses.....	\$ 129,404.39	\$ 7,662.82
Net revenue from ferry operations.....	\$ 43,323.83	\$ 147.11
Taxes accrued.....	15,179.65	95.26
Net ferry operating income—Gross income.....	\$ 28,144.18	\$ 51.85
DEDUCTIONS FROM GROSS INCOME		
Loss on bad accounts.....	\$	\$ 354.85
Credit balance transferred to profit and loss.....	\$ 28,144.18	\$ * 303.00

*—Indicates debit balance or deficit.

INDEX

A

	Page
ALABAMA AND FLORIDA TRANSPORTATION COMPANY—	
Application for certificate.....	247
ALAGA COACH LINES AND ST. ANDREWS BAY TRANSPORTATION COMPANY—	
Joint petition for transfer of certificate from St. Andrews to Alaga	216, 250
APALACHICOLA NORTHERN RAILROAD COMPANY—	
Application to close agency at Greensboro.....	103
APPENDIX TO REPORT OF SPECIAL COUNSEL.....	34
APPLICATIONS AND COMPLAINTS, Informal.....	114
APPLICATIONS FILED—Motor Transportation.....	123
AMERICAN TRANSFER COMPANY—	
Application for enlargly of certificate.....	253
ATLANTIC DISTRIBUTING COMPANY—	
Cancellation of authority.....	180
ATLANTIC GREYHOUND LINES COMPORATION—	
Joint application with Pan American Greyhound Lines, Inc., and Florida Motor Lines Corporation for approval of operations in accordance with ODT Order B-30.....	141
AUTO TRANSPORTATION COMPANIES—	
Statistics of.....	335

B

BEE LINE FERRY, INC.—	
Suspension of service.....	104
BELCHER OIL COMPANY AND ROBERT L. PARHAM, INC.—	
Application for transfer of certificate from Belcher to Parham....	166
BLALOCK, J. J.—	
Application for certificate as contract carrier.....	167
BLOWERS, TOM H.—	
Application to suspend for duration of war.....	186
BOAT LINE OPERATIONS—	
Statistics of	309

	Page
BRIDGE COMPANIES—	
Statistics of.....	285
BROWN'S MOTOR FREIGHT LINES, INC., AND ST. JOHNS RIVER LINE COMPANY—	
Joint application for approval of lease and sale of operating rights, etc. of Brown's to St. Johns.....	170

C

CAMP BLANDING CABS, INC., AND ORANGE LINES, INC.—	
Joint application for approval of transfer of operating authority from Camp Blanding Cabs to Orange Lines.....	169
CENTRAL TRUCK LINES, INC.—	
Application for change in routes.....	203
CENTRAL TRUCK LINES, INC., AND GREEN BROTHERS TRANSFER—	
Joint application for approval of transfer from Green to Central..	213
CERTIFICATES AND PERMITS IN EFFECT.....	123
CHESHIRE TRUCK LINE AND MIAMI TRANSFER COMPANY—	
Joint petition for transfer of certificate from Cheshire to Miami Transfer	237
CITATIONS—	
Air Base Bus Lines—Failure pay mileage taxes.....	142
Five Transportation Company—Failure file annual report..	140, 194, 232
Georgia-Florida Coaches, Inc.—Failure file annual report.....	200, 235
St. Johns River Line Company—Failure file annual report.....	156, 174
CLARK MOTOR LINES, INC., AND GEORGIA STAGES, INC.—	
Joint application for transfer of certificate from Clark to Georgia..	259
CLASS RATE INVESTIGATION	9
COASTAL STAGES AND WISE MOTOR LINES—	
Joint application for transfer of certificate from Wise to Coastal..	200
COCOA AND PENINSULAR MOTOR LINES—	
Application for authority extend certificate.....	156

D

DIGEST OF APPLICATIONS FILED—	
Motor Transportation Department.....	123

Page

E

EDITORIAL	9
ELECTRIC RAILWAYS	301
EQUIPMENT LISTED WITH COMMISSION.....	123
EXPRESS COMPANIES—	
Statistics of	289

F

FERRY COMPANIES—	
Statistics of	371
FLAMINGO TRUCK LINES, INC.—	
Application for changes in schedules.....	202
FLAMINGO TRUCK LINES, INC., AND PETERS TRUCK LINE—	
Joint application for transfer of certificate from Peters to Flamingo	224
FLORIDA ASSOCIATES, INC.—	
Application for certificate and approval of leasehold operating agreement	208
FLORIDA MOTOR LINES CORPORATION—	
Application for extension.....	248, 249, 256, 262
FLORIDA MOTOR LINES CORPORATION—	
Joint application with Pan American Greyhound Lines, Inc., and Atlantic Greyhound Corporation for approval of operations in accordance with ODT Order B-30.....	141

G

GENERAL ORDERS	75
GEORGIA STAGES, INC., AND CLARK MOTOR LINES—	
Joint application for transfer of certificate from Clark to Georgia..	259
GREAT SOUTHERN TRUCKING CO.—	
Application for extension.....	230, 244, 255
GREAT SOUTHERN TRUCKING COMPANY AND TAMiami TRAIL TOURS—	
Pooling agreements	215
GREEN BROTHERS TRANSFER AND CENTRAL TRUCK LINES, INC.—	
Joint application for approval transfer from Green to Central....	213

	Page
GULF COAST TRANSPORTATION COMPANY AND WELCH'S TRANSFER—	
Joint application to transfer certificate from Gulf Coast to Welch	236
H	
HARTSELL BROTHERS—	
Application for extension of certificate.....	212
HARTSELL BROTHERS AND LONG AND CLACK, INC.—	
Joint application for transfer certificate from Long and Clack to Hartsell	265
HALL'S TAXI SERVICE—	
Application for certificate.....	187
I	
INCREASED RATES, FARES AND CHARGES.....	19
INFORMAL APPLICATIONS AND COMPLAINTS.....	114
INFORMAL TRANSPORTATION CASES.....	20
INTERSTATE COMMERCE CASES.....	25
J	
JOHNSON, L. A.—	
Application for contract certificate.....	210
K	
KENNELLY TRANSFER & STORAGE COMPANY—	
Application for extension.....	240
L	
LAKE CITY TRANSPORTATION COMPANY—	
Application for certificate.....	184
LANE, JOHN G.—	
Application for extension of certificate	172
LAW CASES	31
LEE'S COACH LINE—	
Application for extension.....	235
LIVESTOCK RATES AND CHARGES	17

	Page
LONG AND CLACK, INC., AND HARTSELL BROTHERS—	
Joint application for transfer certificate from Long and Clack to Hartsell	265

M

MARKS, SAM—	
Application for certificate as common carrier transporting freight..	133
McCASKILL, SALLIE M. AND DAVE McKINNEY AND M. R. AND R. TRUCKING COMPANY—	
Application for transfer of certificate to M. R. & R. Truck Co.....	185
McKENNA, PETITIONER VS. BAYSHORE WATER & LIGHT COMPANY, RESPONDENT—	
Installation of telephone.....	82, 87
MIAMI-OPA LOCKS BUS LINES, INC.—	
Application for extension of certificate.....	151
MIAMI TRANSFER COMPANY AND CHESHIRE TRUCK LINE—	
Joint petition for transfer of certificate from Cheshire to Miami transfer	237
MOLINO TELEPHONE COMPANY—	
Abandonment of operation.....	106
MOTOR FUELS TRANSPORT, INC.—	
Petition to be classified as common carrier.....	149
MOTOR FUELS TRANSPORT, INC., AND PETROLEUM CARRIER CORPORATION—	
Petition to be classified as common carriers.....	150, 158
MOTOR TRANSPORTATION DEPARTMENT	123
MOTOR TRANSPORTATION ORDERS.....	131
M. R. & R. TRUCKING AND SALLIE M. McCASKILL AND DAVE McKINNEY—	
Application for transfer of certificate to M. R. & R. Trucking Company	185

N

NUTT, JOHN P. TRANSPORTATION COMPANY—	
Application for certificate to transport petroleum products in bulk, etc.	137

O

ORANGE LINES, INC.—	
Application for certificate.....	181

	Page
ORANGE LINES, INC., AND CAMP BLANDING CABS, INC.—	
Joint application for approval of transfer of operating authority from Camp Blanding Cabs to Orange Lines.....	169
ORDERS—	
Motor Transportation	131
ORLANDO TRANSIT COMPANY—	
Application for extension of certificate.....	188
P	
PAN AMERICAN BUS LINES AND PAN AMERICAN GREYHOUND LINES—	
Joint application for transfer of interstate rights from Pan American Bus Lines to Pan American Greyhound Lines.....	195
PAN AMERICAN GREYHOUND LINES AND PAN AMERICAN BUS LINES—	
Joint application for transfer of interstate rights from Pan Ameri- can Bus Lines to Pan American Greyhound Lines.....	195
PAN AMERICAN GREYHOUND LINES, INC.—	
Joint application with Florida Motor Lines Corporation and At- lantic Greyhound Corporation for approval of operations in ac- cordance with ODT Order B-30.....	141
PARHAM, ROBT. L., INC. AND BELCHER OIL COMPANY—	
Application for transfer of certificate from Belcher to Parham....	166
PETERS TRUCK LINE AND FLAMINGO TRUCK LINES, INC.—	
Joint application for transfer of certificate from Peters to Flamingo	224
PETROLEUM TRANSPORT COMPANY—	
Application for certificate.....	175
PETROLEUM CARRIER CORPORATION AND MOTOR FUELS TRANSPORT, INC.—	
Petition to be classified as common carriers.....	150, 158
PETROLEUM CARRIER CORPORATION—	
Application for extension of certificate.....	136
PETROLEUM CARRIER CORPORATION—	
Application for authority to transport package petroleum prod- ucts as common carrier.....	131
PETROLEUM CARRIER CORPORATION—	
Application for extension.....	220

R	Page
RAIL CARRIERS—	
Application for authority to cancel all existing commodity rates and classification exceptions on lumber and articles taking same rates with certain exceptions.....	88, 106, 107
RAIL CARRIERS—	
Application for authority to cancel intrastate rates and charges on canned goods, carload and less than carload, published under Order No. 824.....	85
RATE EXPERT—	
Report of	17
RATES AND CHARGES—	
Increase	19
RATES AND CHARGES—	
Livestock	17
RED BUS LINES, INC.—	
Application for certificate.....	239
REPORT—	
Rate Expert	17
Special Counsel	25
Appendix to	34
Telephone Engineer	67
RITE RATE CAB COMPANY—	
Application for certificate.....	228
ROGERS, A. C.—	
Application for certificate.....	178
RULES, REGULATIONS AND SPECIFICATIONS—	
Governing construction and maintenance of telephone, telegraph and other communication lines crossing over or under tracks of steam railroads in Florida.....	113

S

ST. ANDREWS BAY TRANSPORTATION COMPANY AND ALAGA COACH LINES, INC.—	
Application for transfer part of certificate of St. Andrews to Alaga	216, 250
ST. ANDREWS BAY TRANSPORTATION COMPANY—	
Application for extension.....	242, 260

	Page
ST. JOHNS RIVER LINE COMPANY AND BROWN'S MOTOR FREIGHT LINES, INC.—	
Joint application for approval of lease and sale of operating rights, etc. of Brown's to St. Johns.....	170
ST. JOHNS RIVER LINE COMPANY—	
Discontinuance of service to certain points.....	189
ST. JOHNS RIVER LINE COMPANY—	
Withdrawal from certain territory.....	245
ST. JOSEPH TELEPHONE & TELEGRAPH COMPANY—	
Application for order requiring physical connection of line at or near Tallahassee with lines of Southeastern Telephone Company	75, 82, 84
ST. JOSEPH TELEPHONE & TELEGRAPH COMPANY—	
Application to convert system at Apalachicola from magneto to common battery	112
SANFORD EQUIPMENT COMPANY—	
Application for certificate to operate passenger service.....	138
SHIPE, J. H. TRUCKING COMPANY—	
Application for extension of certificate.....	190
SHIPE, J. G. TRUCKING COMPANY—	
Application to transfer certificate from J. H. Shipe Trucking Company to J. H. Shipe Trucking Corporation.....	190
SLEEPING CAR COMPANIES.....	295
SOUTHEASTERN GREYHOUND LINES AND UNION BUS COM- PANY—	
Joint application for transfer of certificate by Union to South- eastern	226
SOUTHEASTERN TELEPHONE COMPANY—	
Application to convert telephone exchange at Bonifay from mag- neto to automatic dial	99
SOUTHEASTERN TELEPHONE COMPANY—	
Application to discontinue exchange at Ponce de Leon and substi- tute rural party line service from DeFuniak Springs Exchange..	102
SOUTHERN TOURS, INC.—	
Application for extension.....	233
SPECIAL COUNSEL—	
Report of	25
Appendix to	34

	Page
SPILLMAN, MRS. HALLINE CHAPMAN—	
Application for certificate.....	218
STANLEY'S SIGHTSEEING AND TAXICAB COMPANY—	
Application for certificate.....	198
STATISTICS—	
Auto Transportation Companies	335
Boat Line Operations	309
Bridge Companies	285
Electric Railways	301
Express Companies	289
Ferry Companies	371
Sleeping Car Companies.....	295
Steam Operated Railroads.....	269
Telegraph Cable Companies	317
Telephone Companies	323
STEAM OPERATED RAILROADS—	
Statistics of	269
SUWANNEE AND GULF STAGES—	
Application for extension of certificate.....	177

T

TAMiami TRAIL TOURS—	
Application for extension.....	230, 257
TAMiami TRAIL TOURS, INC.—	
Application for extension of time within which to institute service as common carrier between South Bay and Miami.....	154
TAMiami TRAIL TOURS AND GREAT SOUTHERN TRUCKING COMPANY—	
Pooling agreements	215
TELEGRAPH CABLE COMPANIES—	
Statistics of	317
TELEPHONE, TELEGRAPH AND OTHER COMMUNICATION LINES—	
Rules and regulations governing.....	113
TELEPHONE COMPANIES—	
Statistics of	323
TELEPHONE ENGINEER—	
Report of	67

	Page
TRANSIT LINES, INC.—	
Application for certificate.....	197
TRANSPORTATION CASES—	
Informal	20

U

UNION BUS COMPANY AND SOUTHEASTERN GREYHOUND LINES—	
Joint application for transfer of certificate by Union to South- eastern	226
UNION EXPRESS FREIGHT COMPANY AND GROVER PITTMAN	
—Joint petition for transfer of certificate from Pittman to Union	243

W

WELCH'S TRANSFER AND GULF COAST TRANSPORTATION COMPANY—	
Joint application to transfer certificate from Gulf Coast to Welch..	236
WESTCHESTER ASPHALT DISTRIBUTING CORPORATION—	
Application for Certificate as limited common carrier.....	135
WISE MOTOR LINES AND COASTAL STAGES—	
Joint application for transfer of certificate from Wise to Coastal..	200
WOOD-HOPKINS CONTRACTING COMPANY—	
Application for certificate.....	241, 258
WRECKS AND ACCIDENTS—	
Motor transportation companies	123